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No. 18 NOVEMBER, 1955

The Official Newspaper of the Portsmouth Command and The Royal Naval Association

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## Queen's Commendation For Naval Firefighters

IN CHOKING clouds of noxious smoke, an officer and rating of the Royal Navy directed the fighting of the fierce fire on board the Italian tanker Argea Prima after her collision in the Persian Gulf in May for twenty-four hours without rest.

They were Senior Commissioned Mechanician Harold Ward, R.N., and Chief Engineering Mechanic Aneurin R. James, both of Portsmouth, serving in the frigate Loch Killisport. The award of the Queen's Commendation to them for bravery was announced in the London Gazette on September 27.

Mr. Ward and Ch.M.(E.) James were sent in the Loch Killisport's motor-boat to the Italian ship to report on the state of the fire. At the time, the Argea Prima was abandoned, the after structure on fire and flames coming from the hatch covers of two cargo tanks.

They were the first on board the blazing vessel and, whilst the Loch Killisport was proceeding alongside, fought the fires singlehanded. They afterwards took charge of the fire-fighting organisation and, when the oil fires were extinguished, tackled the fires in the after superstructure.

These fires were very deep-seated and the extreme temperatures and clouds of smoke made firefighting intensely arduous. They continued, however, to direct the operations for twenty-four hours, when it became necessary to order them back to their own ship. As a result of their efforts, the fire was confined to the refrigerator space and its accesses, and not allowed to spread to the engine and boiler-rooms or tiller flat.

## 10th Annual Dinner of Officers Of the Electrical Branch

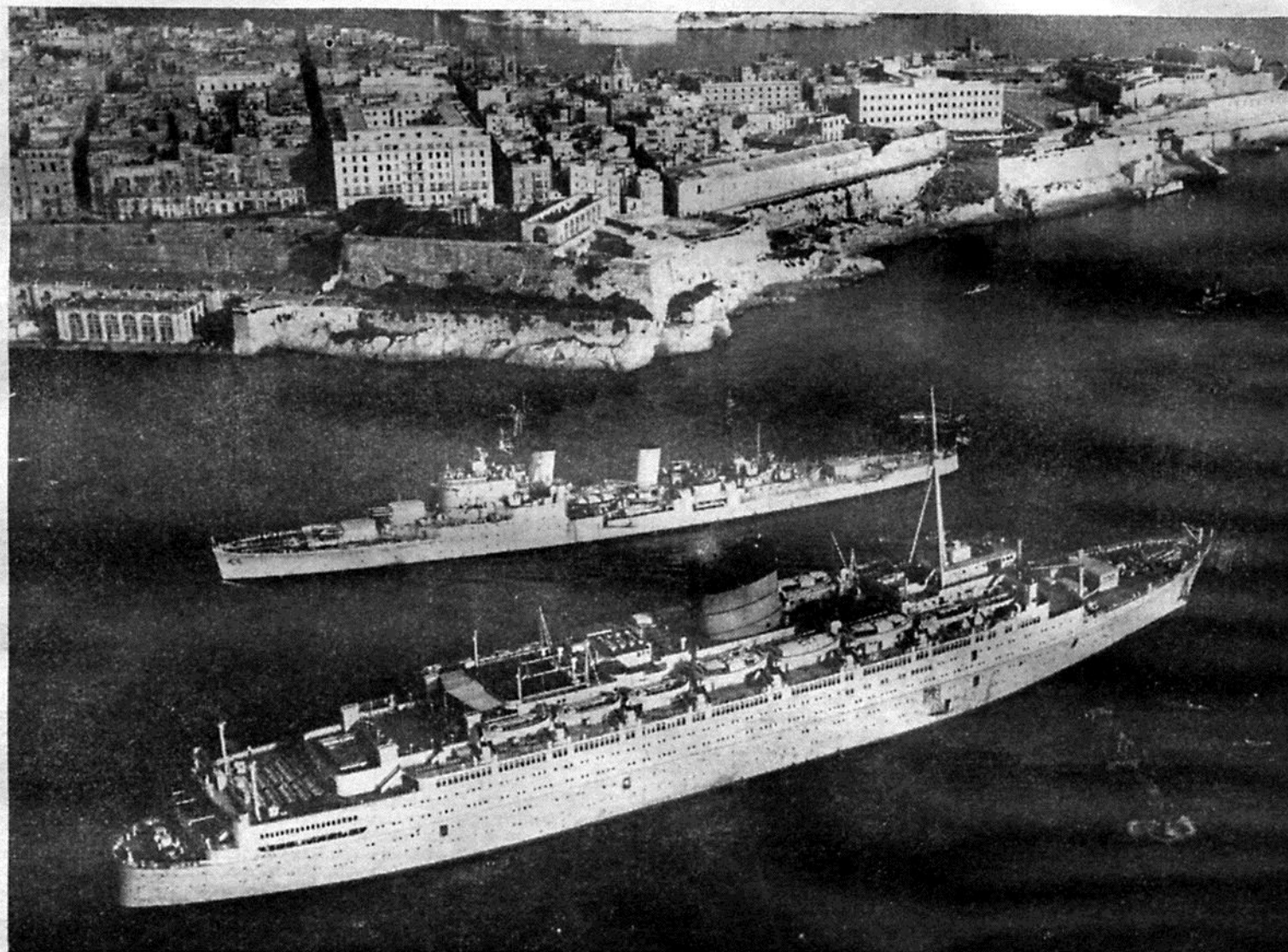
AT THE 10th Annual Dinner of Officers of the Electrical Branch of the Royal Navy and Reserves, held in H.M.S. Collingwood on Friday, September 30, the Guest of Honour was the late Director of the Naval Electrical Department, Rear-Admiral Sir C. Phillip Clarke, K.B.E., C.B., D.S.O., M.I.E.E., M.Brit.I.R.E.

The President, Capt. K. R. Buckley, Royal Navy (H.M.S. Collingwood), welcomed the record number of 188 members, many of them Royal Naval Volunteer Reserve, who, quite accidentally, had found themselves in business near Fareham. Capt. Buckley presented Admiral Clarke with a memento of the occasion, a model of a radar aerial modified so that it is much easier to maintain than the original. In calling on the Vice-President, Capt. L. S. Bennett, B.Sc., R.N. (H.M.S. Ariel) to propose the health of the Electrical Branch, he paid tribute to "the other side of the house", the Air Electrical Section.

Capt. Bennett said that the Branch as a whole had gone from strength to strength during the last year as was evident from the record attendance referred to by the President.

The Director—Rear-Admiral K. H. T. Peard, C.B.E., M.I.E.E., in proposing the health and happiness of his predecessor held up the life and work of Admiral Clarke as an example to the Branch. Admiral Clarke, he said, had a distinguished record of Service, particularly war Service which included a period in the Anti-Submarine Division of the Admiralty at the height of the U-boat campaign, and in command of H.M.S. Glasgow,

## TWO CRUISERS . . .



The cruiser H.M.S. Birmingham (Capt. J. R. Barnes, D.S.O., R.N.) steams past the cruise liner Caronia during the luxury ship's call in the Grand Harbour, Malta, with tourists

## Drafting Forecast Commissioning Programme

### For General Service

November 8: H.M.S. Undine\* commissions at Portsmouth for Mediterranean and Home Fleet.

November 15: H.M.S. Glasgow\* commissions at Portsmouth for General Service in Home Fleet.

November 23: H.M. Ships Chevron\* and Chaplet\* commission at Portsmouth for Mediterranean and Home Fleet.

February 21, 1956: H.M.S. Duchess commissions at Portsmouth for Mediterranean and Home Fleet.

March, 1956: H.M.S. Loch Killisport commissions at Chatham for Home and East Indies Station.

May 29, 1956: H.M. Ships Agincourt and Barrosa commission at Portsmouth for Mediterranean and Home Fleet.

May, 1956: H.M.S. Albion commissions at Portsmouth for Mediterranean and Home Fleet.

### For Foreign Service

November 7: H.M.S. Newcastle\* commissions at Singapore for Far East Station.

Early December: H.M.S. Modeste\* commissions at Singapore for Far East Station.

Note: The ships' companies of ships marked \* have been completed.

"in which he finished the war." Admiral Peard closed with a glowing tribute to both Admiral and Lady Clarke for their tremendous contribution to the progress of the Branch, both in and out of uniform.

In response to the toast, which was warmly acclaimed (the strains of "For he's a jolly good fellow" must have been heard in Fareham), Admiral Clarke said that "as the retiring managing director I would like to review some changes in the firm for the benefit of the principal shareholders". He regretted the passing of "the green" as a badge of office but was confident the change would better the status of the Branch without in any way depriving it of its identity. The First Sea Lord and other members of the Board of Admiralty had told him how much

they appreciated the work the Branch had done and would do in the future.

Sir Phillip reminded young officers that engineers were now respectable and respected people who had their place in "management" but only if they were "good officers first and then good engineers". Their training, both at the University and elsewhere, was designed to this end, and it was up to them to show the Service the value of their mettle.

Admiral Clarke closed with the words "Admiral Peard, your new 'managing director', is a lifelong colleague and friend of mine; I know his capabilities and have the greatest confidence in him. I assure you the 'firm' is in safe hands."

(See photo on page 16)



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## PORTSMOUTH Navy News

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### EDITORIAL

IT IS fitting that as the naval newspaper we should give prominence to the Anglo-Russian inter-change of visits. We have therefore made this our main feature on the centre pages.

Much publicity has been given to these visits by Press, radio and television. Our contribution is unique in that it comes from the men who commanded the ships.

We are proud to publish personal messages from the Commanders-in-Chief, Soviet Baltic Fleet, and the British Home Fleet, together with accounts of their reception in Leningrad, written by the Commanding Officers of the British ships.

These visits have been accorded the utmost good will by the peoples of Soviet Russia and Great Britain, and have in no small measure done much to deepen the understanding between our nations.



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## H.M.S. SHEFFIELD



H.M.S. Sheffield lying off St. Mark's Square, Venice. In the background are the famous Doge's Palace and the Campanile

MUCH WATER has flowed under the keel since the last time we reported the happenings on board the Shiny Sheff. These include the 1st and 2nd summer cruises, and an independent trip to the Italian port of Leghorn.

#### Istanbul

On May 22, Sheffield, flying the flag of the Commander-in-Chief, Mediterranean, Admiral Sir Guy Grantham, and with other units of the Mediterranean Fleet, including Surprise, Jamaica, and the four Darings—Diamond, Diana, Duchess and Decoy—we left Malta for exercises and the first summer cruise. Exercises were carried out while en route for Turkey, and on completion the fleet passed through the Dardanelles arriving at Istanbul the next morning. Most of us knew that for many hundreds of years the name had been Constantinople, but little else. We had heard of the Golden Horn, the Bosphorous, the Sultan's palace and harem, the Mosques—and expected to find an atmosphere of glamour and mysticism, colour and fatalism, extravagance and squalor, with a touch of the oriental and perhaps something even slightly sinister. In some ways we were not disappointed—the gilded-domed mosques with their rich mosaics, the fabulous Dolmabahce Palace and other places did live up to their reputation, but the town itself was otherwise lacking in distinction.

While at Istanbul we played a football match between the Mediterranean Fleet and the Turkish Navy at the

very excellent stadium. It resulted in a victory for the latter who played football of a high quality, and were immeasurably the better side. Sheffield's two representatives performed with credit, and certainly did not let down the Navy side.

#### Alexandria

When leaving Istanbul, Sheffield anchored at the entrance to the Dardanelles, and many officers and men went ashore to witness the Commemorative Service held at the war cemetery of Gallipoli.

Alexandria was the next port of call, and we were made very welcome. Many of the ship's company took the opportunity of going to Cairo to see the Pyramids and the Sphinx. Some hardy spirits even climbed to the top of the large pyramid—despite a temperature of 110°. It is not true of course that one officer actually did it wearing a bowler hat and carrying an umbrella—he was really wearing a trilby. Everyone entered with zest into the spirit of bargaining, and a surprising number of red fezzes made their appearance on board.

#### Cyprus

Sheffield and the Fleet next visited Cyprus, Sheffield going to Larnaka, while other units visited Famagusta and Limassol. In spite of the political tension—which was not too pronounced when we were there, in spite of a bomb being thrown and slightly injuring a sailor from one of the Darings—an enjoyable time was had by

most of us. The army in Cyprus was particularly hospitable. It was still very hot while we were there, and swimming over the side at regular intervals was a highly popular pastime.

The ship's athletic sports were held in the Stadium, and despite a gruelling sun, some very good performances were put up, particularly by A.B. Jackson in the 880 yds. and 3 miles, A.B. Chapman in the shot and discus, Lieut. Rumble in the 100 yds. and E.R.A. Holmes in the 220 yds.

#### Marmarice

On June 15 the Fleet assembled for the annual Regatta in the isolated and almost land-locked, anchorage of Marmarice in Turkey. For two days the representative crews of the various ships pulled with everything they had, and as a great deal of enthusiastic training had gone before, some very fine races resulted. The harbour echoed and re-echoed to the cheers of supporters as they urged on their respective crews, and the Turks ashore in the sleepy village of Marmarice must have formed a strange impression of the superabundance of energy and noise of the British Navy. The tote did a roaring business, but no fortunes were won or lost. Several of Sheffield's coxswains had a compulsory swim, this being the traditional reward for being coxswain of a winning boat. In spite of this the "cock" ship of the Mediterranean Fleet regatta for this year was H.M.S. Diana. This was a really first rate performance against keen opposition. Perhaps some slight consolation for this, as far as Sheffield is concerned, was to be had in the victory of this ship's E.R.A.'s crew in the Barham Cup—a race for whalers in Grand Harbour, Malta, a little later in the year. We cannot vouch for the story that was told about a marine

who, after yet another victory by one of his ship's crews, remarked, "Their job's easy—all they do is win 'em—we have to spend the next year polishing their blooming cups."

#### Malta

Leaving Marmarice for Malta, Sheffield exercised with the Indian Squadron. An unusual interlude, after the exercises, was the shooting in Sheffield and the Indian cruiser Delhi of some film sequences for a new film about the Battle of the River Plate. Delhi, which was formerly H.M.S. Achilles, took the part of herself, whilst Sheffield represented the Exeter. Some time later, we met the American cruiser Salem at Malta and this ship was taking the part of the Graf Spee for shots in the same film.

#### Leghorn

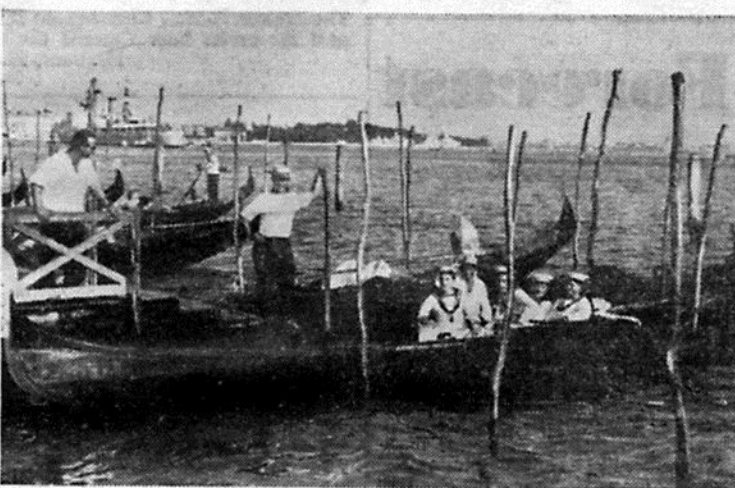
H.M.S. Sheffield was due to take part in large-scale amphibious exercises to be held in the Eastern Mediterranean in August, but when this was cancelled for operational reasons, the ship visited Leghorn in Italy, after exercising with the Eagle. The beauties (architectural and scenic) of Florence were explored, and many of us enjoyed the experience of climbing the leaning tower of Pisa. It sometimes is a little disconcerting to have the impression that you are descending when you know full well that you are climbing up the stairs—but this is the effect that the leaning gives.

#### Venice

Reading this article you might get the impression that life in a ship consists of one long round of visiting foreign ports and enjoying oneself. But anyone in the know, however, is aware of the very great deal of time, effort and downright hard work which is involved in getting a ship up to the standard of appearance and efficiency which the Navy expects, and which does enable it to be a worthy representative of the nation when showing the flag abroad. Our last effort in that direction was a visit to Venice—lying in a very conspicuous position just off the world-famous St. Mark's Square. Visitors from all over the world come to this famous square, and, judging by the many comments made, Sheffield acquitted herself well.

During our stay in Venice there was much to be seen and appreciated—the Doge's Palace, St. Mark's Church, the glass factories of Murano, the touring of the islands in the Venetian Lagoon, watching the wonderful pageantry of the traditional and historic gondola regatta, buying souvenirs, or merely sitting and drinking at the many open-air cafés. Perhaps the highlight for some of us was the bus journey up some 5,000 ft. or so to the centre of the Italian winter sports district, Cortina. Some of the views were breathtakingly lovely. We saw in the course of construction, the ski-jump which will be used for the 1956 Olympics.

Since the above was written, H.M.S. Sheffield has returned to the United Kingdom and her complement is being reduced.



"Sheffield" ratings in a gondola

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## A.F.O.'s. OF INTEREST

Field Guns Crew Royal Tournament, 1956

A.F.O. 2642/55. The Field Gun Competition will be held at Earls Court from June 6 to 23, 1956, inclusive. One crew for each of the Home Ports and the Fleet Air Arm will take part. Not more than fifty volunteers for each crew may be under selection or training in a depot at one time. Only one crew of eighteen with five spares and fourteen arena riggers will go to Earls Court.

Training with field gun equipment may not start until February 1, 1956, but the selection of volunteers may start after December 1.

Any naval rating at home who has completed new entry training may volunteer for a crew.

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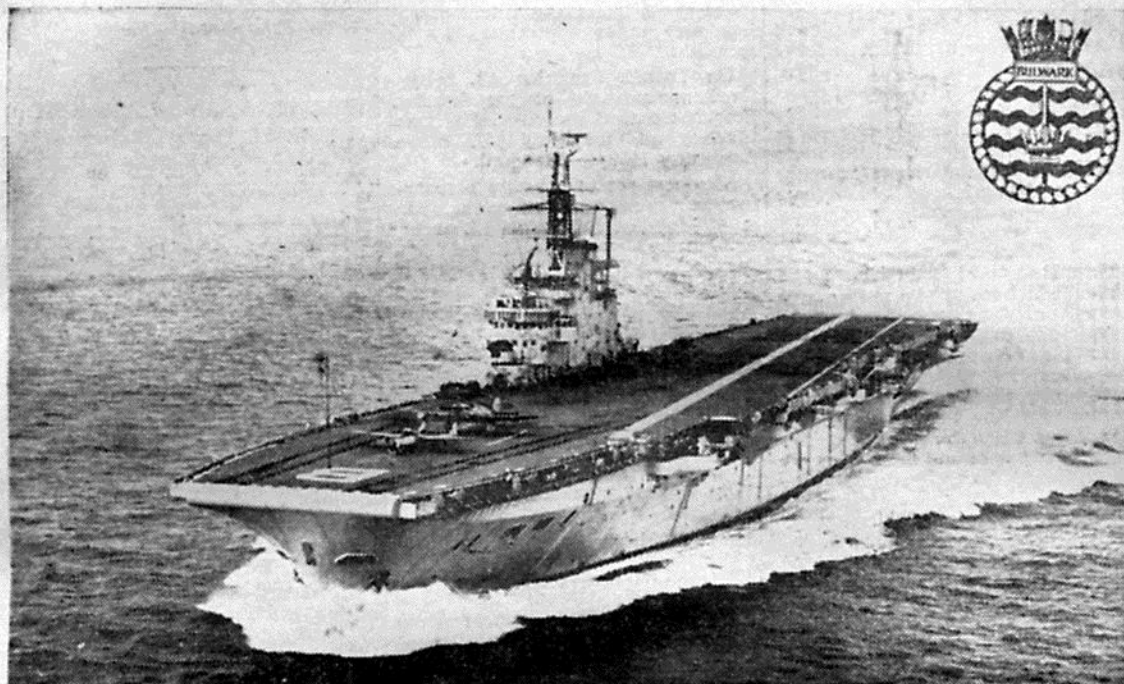
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# SHIPS OF THE ROYAL NAVY

## No. 2. H.M.S. BULWARK



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H.M.S. BULWARK, the third aircraft carrier of the Hermes class to be completed, was built by Messrs. Harland and Wolff, Limited, at Belfast. Although the keel was laid down in 1944 the pace of building was slackened at the end of World War II and it was not until June 22, 1948, that the ship was launched by the Countess Granville, G.C.V.O., wife of the late Governor of Northern Ireland and sister of Her Majesty the Queen Mother. In 1950 as a result of the outbreak of war in the Far East, work was resumed at full pressure until the ship was ready to commission in October, 1954, by which time many

modifications had been made to the original design, notably the fitting of the angled flight deck. On October 29, 1954, Bulwark commissioned at Belfast.

The design of this class of ship has been the subject of a long series of model experiments to find the best shape of the hull for speed, endurance and seaworthiness. Hull strength and rigidity have also been the subject of special investigation and electric welding has been extensively used in the hull construction. Bulwark is 737 feet in length and has a beam width at the waterline of 90 feet. Her peace-time complement is 76 Officers and 960

ratings, excluding the complements of Squadrons embarked.

Since commissioning the ship has taken over the duties of Trials and Training Carrier.

### Living Conditions

As in Centaur and Albion a considerable improvement has been made in living conditions on board compared with older ships.

The Ship's Company sleep in bunks which, folded down at night, are stowed away during the day in a vertical position on the messdecks, so leaving space for nesting chairs and tables.

Ratings mess in dining halls on the cafeteria system. There is a modern bakery on board. The refrigerated storage space is ample and it is possible to carry sufficient food to last the Ship's Company for at least four months.

When the ship is away from her home port, cinema shows are held on-board, usually in the hangar where two or three hundred of the Ship's Company can be seated at a time. Two completely different programmes are shown each week.

Finally, Bulwark possesses a modern laundry which is capable of handling the weekly wash of the entire Ship's Company—a welcome asset to this mobile and happy community.

### Previous Bulwarks

The name Bulwark was first given in 1778 to a 74-gun ship ordered to be built at Portsmouth. The ship, however, was not proceeded with and the name was removed from the List of the Navy.

The name was next borne by a 3rd Rate of 74-guns laid down at Portsmouth in 1804 as the Scipio and which was renamed Bulwark in 1806 whilst still building. She was launched on April 23, 1807.

The Bulwark continued in service until finally paid off on February 28, 1825; she was taken to pieces at Portsmouth in 1826.

The next Bulwark was a screw line of battleship of 3,716 tons which began building at Chatham in 1859. Work on her was suspended in 1862; she was never completed, and was finally taken down, 1872/3.

The name Bulwark was next brought into use in 1885 when the screw line of battleship Howe, which had been launched at Pembroke in 1860 but never completed for sea, was fitted for service as a Training Ship for Boys and renamed Bulwark. In the following year, however, her name was changed to Impregnable.

The next Bulwark was a battleship of 15,000 tons, with four 12-inch guns and twelve 6-inch guns launched at Devonport, October 18, 1899, and completed in March, 1902.

From 1902 to 1907, she was Flagship of the Mediterranean Station; and Flagship at the Nore, 1907/8. Then followed service in the 1st and 3rd Divisions of the Home Fleet and finally in the 5th Battle Squadron.

On November 26, 1914, while taking in ammunition, off Sheerness, the Bulwark blew up, only twelve out of her complement of 750 surviving.



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## MOTORING NOTES

AT THE time of writing these notes the writer has just returned from the Motor Show at Earls Court to be besieged by potential buyers of new cars, all vainly hoping for delivery in a few days before the Chancellor of the Exchequer does anything in the way of increasing the Purchase Tax. Whether he does increase this or not will, of course, have been announced long before these notes appear, but I regret to say that I have been unable to wave a wand and produce cars off the shelf to help these customers forestall him. A word on car deliveries, therefore, seems to be indicated.

### Car Deliveries

Although it is occasionally possible to buy a car off the shelf, in the case of the popular cars this is not usual. The real situation is this. All appointed agents have a certain allocation of cars from the factory spread over the twelve months. This may or may not be met in full. Suppose, then, that a dealer's allocation of a particular car is twelve per year and twelve people place orders in the same day. It follows that the first will get very early delivery whilst the twelfth will have to wait twelve months or more.

Where immediate delivery of a popular model is offered, there is usually a reason such as a cancelled order and the specification of the car in question is not acceptable to others on the waiting list. Such isolated cases apart, however, one must expect to wait two or three months for most small cars, with the exception of the Morris Minor which has an average waiting time of twelve months or more.

### The Motor Show

This year's Show was remarkable in that for the first time there was an impression of colour. Most manufacturers exhibited cars in an infinite range of dual colours. Looking down

on the main hall from the gallery these colours, set off by the occasional glossy black, gave a look of glamour which it would be difficult to surpass.

As for the exhibits themselves, among the popular cars the Standard Vanguard Phase III saloon and the Jaguar 2.4 litre saloon stole the Show. They are both winners, the only criticism of the Vanguard being that its large tail lamps look rather like bloodshot headlights.

Among the others, the Alvis TC.108/G three litre with a particularly beautiful sports saloon body by the Swiss coachbuilder, Graber, was outstanding, whilst for the enthusiast the Jensen 541 with a fibre-glass reinforced plastic body, the rear engined Porsche, and the tubular space framed Lotus were equally interesting. Citroën showed the sensational new 2-litre saloon with a hydraulic nightmare of piping for its suspension system and controls. Time alone will tell how this futuristic model is accepted by the public.

### Winter Routine

Motor Show time is also the time to change over your engine oil to Winter grade unless you are already a user of the new multi-grade oils. Much has been said about these oils. In a reasonably new engine they are worth a trial but only experience can tell whether your own engine will use more of it than is economic. For the keen enthusiast I would say try it, but for others I would advise keeping to the oil you are used to buying.

It is most unlikely that we will survive a winter without frost of some severity. It is, therefore, also time to have your car radiator flushed out, hose clips tightened, leaks checked and anti-freeze put in the radiator. The charge for this is about half a crown for labour, whilst the cost of the anti-freeze is about £1 to £1 10s. depending on the capacity of the cooling system.

A. E. Marsh.

## Married Quarters

THE PRINCIPAL news this month is that the First Lord of the Admiralty (Mr. J. P. L. Thomas, M.P.) will open the officers' married quarters in Old Portsmouth on Friday, November 4. These quarters consist of fifteen flats and five houses for officers of the rank of Lieutenant-Commander and below and are built on the site of the old George Hotel which was destroyed by enemy action during the last war. The "Old George" was well known to naval officers for many generations and was the last place visited by Nelson before he embarked in Victory for the last time. A plaque commemorating this fact has been incorporated in the flats and replicas of the old lamp posts marking the entrance to this old coaching inn are being erected in the position occupied by the originals.

Because of the shape and size of the site, the flats and houses are not of the standard Admiralty design but are approximately of the same size. They are similarly furnished to normal quarters and it is hoped that as many officers as are interested will attend the opening ceremony and take advantage of the opportunity to see over a quarter and so obtain a good idea of what is being provided.

These are the first officers' quarters to be completed anywhere under the Home Ports building programme and much credit is due to the contractor who has finished well within the time allowed and has produced some fine-looking and well-fitted quarters. Particular features of the flats are the hot water system which is provided from a back boiler fitted to the "all-night" fire in the sitting room and augmented by an immersion heater when necessary. The system provides hot water in the bathroom where there is a heated towel rail in addition to bath and basin to the kitchen and to hand basins in two bedrooms in the larger flats and one in the smaller. There are large fitted built-in cupboards in the bedrooms and the kitchen is light, well fitted with cupboards and has adequate working space. The houses are similarly fitted except that the hot water is provided by a domestic boiler which also supplies partial central heating downstairs.

Building at the ratings' estates at Paulsgrove and Brockhurst has now reached the stage when each should produce two finished houses a week. It has taken longer than expected to reach this stage but the general building programme on each estate is so planned that it should be possible to keep up this rate of production unless the weather is very unkind or there is an unexpected shortage of some form of skilled labour.

At the Eastney estate of fifty houses the first houses are roofed, and here again the building is planned so that houses shall be completed at regular intervals, starting in the early Spring. At Rowner there has been spectacular progress. This estate was only started in July but already the foundations of all one hundred and forty-four houses have been laid, the brickwork is up to ground-floor level and most of the ground floors have been laid. It is probable that many, if not most, of the first batch of thirty houses will be roofed by the end of October. If the contractor can maintain this very satisfactory rate of progress there should be quite a number completed before Easter.

It is hoped that the contract for over a hundred houses as the first phase on the estate on the northern perimeter of Gosport Airfield will be let in November. Other contracts which should be let shortly are those for ninety-six flats at the estate next to H.M.S. Phoenix, where the roads have already been completed and the foundations are nearly complete, and for sixty flats at Paulsgrove.

Progress at the officers' estate on the slopes of Portsdown Hill above Cosham is still on the slow side but it is hoped that the contractor will be able to take better advantage of any remaining good weather.

On the hirings side of the picture, progress continues to be good, although the ceiling number allowed by the Admiralty has not been reached. We are still pressing on as fast as possible.

As predicted, the time on the roster is lengthening except in the case of Chief Petty Officers. This is due to the larger numbers who have applied since the beginning of 1955.



## W.R.N.S. NOTES . . .

### Director W.R.N.S.

COMMANDANT N. M. Robertson, C.B.E., Director W.R.N.S. visited the W.R.N.S. Unit in H.M.S. Mercury on Thursday, October 20, 1955, and remained as a guest in order to attend the Trafalgar night dinner.

### Wrens Association

The Association of Wrens is holding a Christmas Gift Sale on the afternoon of Saturday, November 19, 1955, at Furse House, 41 Queen's Gate Terrace, London, S.W.7.

The object is to raise funds to meet the costs entailed by moving the offices of the Association from Queen Anne's Mansions to other premises. It is hoped to meet the expenses of rent, lighting and heating for the new office for at least the first year, if not for two.

The serving members of the W.R.N.S. have been asked to be responsible for a Christmas Gift Stall. It has been suggested that gifts should be inexpensive and attractively wrapped. It is hoped that the W.R.N.S. in Portsmouth Command will make every effort to ensure the success of the stall for which the Service is responsible. Gifts should be sent to W.R.N.S. Unit Officers.

### Command Handicrafts Exhibition

The Command Handicrafts Exhibition will be held this year in the Wren's Recreation Room, Duchess of Kent Barracks on Tuesday, November 22. Lady Creasy has very kindly consented, once again, to open the exhibition at 3 p.m. All members of the W.R.N.S., Q.A.R.N.N.S., V.A.D. and W.R.N.V.R. and their guests are most cordially invited to be present. The exhibition will remain open until 9 p.m.

The following people have been invited to enter exhibits: members of the W.R.N.S. serving in the Command, members of the Q.A.R.N.N.S. and V.A.D., and members of the W.R.N.V.R. serving in divisions geographically situated within Portsmouth Command.

The exhibits will be divided into the following sections:—

1—Woodwork, 2—Dressmaking, 3—Leatherwork, 4—Canework, 5—Toymaking, 6—Embroidery, 7—Knitting, 8—Art, 9—Miscellaneous (any other handicraft).

Copies of the rules may be obtained from all W.R.N.S. Unit Officers within the Command or from the W.R.N.S. Education Officer, Office of Commander-in-Chief, Portsmouth.

### Collection

Members of the W.R.N.S. Unit serving in H.M.S. Collingwood recently collected within the establishment the sum of £22 in aid of the Royal National Lifeboat Institution on Friday, October 7, 1955.

### W.R.N.S. Officers

Third Officer S. A. Maconochie will be leaving the Duchess of Kent Barracks for H.M.S. Condor on Friday, November 4, 1955. Third Officer Maconochie has served as Junior Quarters Officer for the past year and our best wishes go with her on taking up her new appointment.

She is to be relieved by Third Officer R. West from H.M.S. Ariel. Last month the W.R.N.S. Officers in the Duchess of Kent Barracks were pleased to welcome a new member to their Mess. Third Officer E. I. H. Harryvan, Women's Royal Netherlands Naval Service.

Third Officer Harryvan came from Den Helder where she held the appointment of Duty Communications Officer on the Staff of Commander-in-Chief, Netherlands Home Station.

### Visit of Soviet Squadron

A number of W.R.N.S. ratings serving in Portsmouth Command assisted in entertaining the Russian naval ratings at two receptions held at the N.A.A.F.I. Club on Wednesday, October 12, and Friday, October 14, 1955.

The display of Russian folk dancing by their naval ratings will long be remembered. The intricate steps and high jumps performed with skill and apparent ease became a topic of conversation for many days.

### Country Dancing

With the advent of the darker evenings the country dancing season recommenced in the Duchess of Kent Barracks on Monday, October 10, 1955. It is the intention of the organisers to make this a regular fortnightly feature until Christmas leave.

All members of the W.R.N.S. serving in the Command and Royal Naval ratings in Victoria Barracks are invited to attend. The dancing starts at 7.30 p.m. and refreshments are available during the interval.

### SPORTS

#### H.M.S. Mercury

The W.R.N.S. in this establishment have played three friendly hockey matches during the past weeks. The results are as follows:

September 17, Mercury v. Daedalus, draw 1—1; October 5, Mercury v. Eastney, won 3—1; October 8, Mercury v. Daedalus, lost 5—2.

#### H.M.S. Collingwood

Four W.R.N.S. Stewards (O.) were selected to play for the Establishment's mixed hockey team in a match against a Gosport Club on Saturday, October 15. The match ended in a draw, the score being 6 goals each.

The Wrens chosen to play were:—

L./Wren I. M. E. Flavell; Wren L. Wheaton; Wren H. M. Ross and Wren M. C. Goff.

#### H.M.S. Excellent

Lieut. F. W. Barton, M.B.E., Royal Navy, has undertaken to train the Wrens' hockey team. Although the number of people to choose from is small, interest and enthusiasm are unlimited. After a little more training the team will be ready to "fire a broadside" at future opponents.

L./Wren J. Mills, a crack shot and a marksman badge holder, is a member of H.M.S. Excellent's "B" Division 22 League, the Portsmouth and District Rifle Club and also H.M.S. Excellent's Inter-Port 303 Saturday Morning League.

## W.R.N.S. IN DENMARK

ON SEPTEMBER 10, First Officer E. Roberts and Second Officer Wilson, W.R.N.S., together with two members of the W.A.V.E.S. stationed in the United Kingdom, left England by B.E.A. Viscount en route for Copenhagen to attend a conference of Scandinavian Women's Naval Forces at the invitation of the Kvindelige Marinere.

Arriving at Kastrup airport some three hours later we were met by Lieut. Wolf, K.M., and conveyed to a delightful hotel in Copenhagen situated on the waterfront near the Langelinie gardens. From then on there was a non-stop programme of visits, inspections and discussions. On Sunday we visited the Naval Base to watch members of the K.M. under training, which included a route march to music of their own band, pistol shooting and evolutions by the band, whose performance was most impressive.

Other places visited in the next two days were the Naval Base, the Officers' School, housed in a modern building whose layout is based on that of the Royal Naval College, Dartmouth, the Dockyard, in which there is the oldest rigging sheers in the world, the K.M. offices, and the Garden of Remembrance to members of the Resistance movement. Somehow time was found for a round table conference as well as a Cook's tour of North Zealand.

We were received and entertained not only by members of the K.M. but by the Commander-in-Chief and the Commodore of the Naval Base. The latter lives in the "Nyborde," a township built in the seventeenth century for Naval families.

Throughout the visit there was a constant interchange of views and news of Service conditions. Fortunately everyone spoke English, so language presented no difficulties.

Time, as usual, flew by, and after a quick tour of the shops on Wednesday morning, we said good-bye to our charming hostesses to board a plane for the return trip to London, taking with us wonderful memories of a people whose gaiety and friendliness made the visit such a happy one.

### R.M.B. Eastney

Hockey has got away to a good start this season with coaching once a week and practice games against the Royal Marines.

Wednesday, October 5, the W.R.N.S. team, H.M.S. Mercury, visited R.M.B. Eastney, and won by 3 goals to 0.

The W.R.N.S. netball team, H.M.S. Victory, visited Eastney on Friday, October 7, and defeated the W.R.N.S. team there by 12 goals to 3.

### 22 Rifle Shooting

The results of the first round of the R.N. Women's Inter-Unit 22 postal rifle shooting league are as follows:—

R.M. Barracks	Eastney	Mercury	Excellent	Collingwood
...	346	335	360	362
...	2 points	NIL	2 points	NIL

The results of the second round will be published when they become available.

### Squash Rackets Coaching

The R.N. Command Squash Rackets Association has very kindly arranged to coach members of the W.R.N.S. During the coming weeks Lieut.-Cdr. A. Gordon Johnson, Royal Navy, a well-known Air Command player, will be coaching the Wrens on the Duchess of Kent Barracks court Wednesday evenings. It is hoped that the W.R.N.S. Portsmouth Command may now win the Inter-Command Championships which will be held in the R.N. College, Greenwich, on December 3, 1955.

### Badminton

Badminton is now in full swing and gaining in popularity among the Wrens in Portsmouth Command.

Among the many keen players the following belong to the Portsmouth Badminton Club, where a high standard of play is encouraged and maintained:—

P.O. Wren J. E. Streeter, H.M.S. Excellent; P.O. Wren A. Hancock, H.M.S. Excellent; P.O. Wren I. Evans, H.M.S. Excellent; Chief Wren W. Bompfrey, H.M.S. Victory; and L./Wren S. E. Cullen.

P.O. Wren Evans and L./Wren Cullen have both been selected to play for the 1st Division of the Portsmouth and District League, and P.O. Wren Streeter to play for Division 6.

## Friendly Wives

### SOUTHSEA BRANCH

AT THE meeting on Monday, October 10, the Southsea Branch, R.N.F.U.S.W., was addressed by Mrs. Porter-Goff. The subject, "The American Housewife," was treated by Mrs. Porter-Goff in such a manner as to make most interesting listening, and was very much appreciated by the members.

On Tuesday, October 18, twenty-three members of the Southsea Branch attended the Annual General Meeting of the R.N.F.U.S.W. at Admiralty House, Whitehall.

Members are now busily preparing for their annual sale of work, which is on Monday, November 14, at 2.15 p.m., in the Victory Hut, Royal Naval Barracks. Lady Creasy has very kindly consented to open the Sale, at which any prospective members will be very welcome. The 1/- admission fee will include refreshments. Children will be admitted free, and soft drinks and cakes will be on sale for them. There will be stalls for needlework, groceries and cakes, and miscellaneous items, and there will also be raffles and guessing competitions, for which attractive prizes will be presented.

### NORTH END BRANCH

A BEETLE DRIVE was held at our meeting at Fisher Hall, Whale Island, on October 24. We also had a very welcome visit from Mrs. Rischbieth, who organises the food parcels for widows sent by the Adelaide (Australia) Branch of the R.N.F.U.S.W.

The meeting was very well attended, and we had also invited the widows of the Southsea Branch to meet her. The meeting opened as usual with the singing of the last verse of "Eternal Father" and prayers led by the Rev. D. Keen, R.N. Then Mrs. Rutherford welcomed Mrs. Rischbieth and she was presented with a bouquet of roses by Master Michael Rutherford dressed in his sailor suit, and then Mrs. Longley (North End Branch) and Mrs. Halford (Southsea Branch) together presented her with a leather writing case, for which the widows of the two Branches had subscribed.

The Beetle Drive prize-winners were Mrs. Treadwell, Mrs. Dean and Mrs. Windebank. The lucky numbers in the Raffle belonged to Mrs. Tearreau, Mrs. Lee, Mrs. Briggs, Mrs. Vine, Mrs. Dymott, Mrs. Miller and Mrs. Cattell.

The 62nd Annual General Meeting of the R.N.F.U.S.W. took place in London on October 18 at Admiralty House, by kind permission of the Right Hon. J. P. L. Thomas, P.C., M.P.

A number of our members joined forces with members of the Southsea Branch and shared a coach to attend the meeting. Owing to unforeseen circumstances the meeting had to be held in the cinema, which was very small, and it was definitely a case of "full house," as all the branches from all the main Naval ports were well represented. However, seats were eventually found for everyone. We were very pleased to meet the new President of the Friendly Union, the Countess Mountbatten, who has taken over from Lady McGrigor. She was presented with the President's badge, a replica of the R.N.F.U.S.W. badge, which is an anchor surrounded by a cable and surmounted with a crown in the form of a large silver brooch. Unfortunately, Lady McGrigor was not able to be present herself, so the Chairman, Lady Poland, handed over the brooch on her behalf.

The Hon. Secretary and Treasurer, Mrs. Orchard, then read her report, and Lady Poland gave a summary of

the year's activities of the various branches. This was followed by a very inspiring talk on the work and aims of the Friendly Union by Countess Mountbatten. After this there were questions and discussions on various points. The meeting was followed by tea in one of the beautiful rooms of Admiralty House.

### H.M.S. VERNON BRANCH

THE H.M.S. Vernon Branch of the R.N.F.U.S.W. met in the Wardroom Annex, H.M.S. Vernon, on Wednesday September 28, at 2.15 p.m. Mrs. J. Grant presided and Mrs. H. Wilkin, Vice-Chairman, was also present. This was a games afternoon which proved very popular, thanks largely to skilful direction by C.P.O. Howe. Our thanks are due to Mrs. G. A. G. Williams and Mrs. Mooney, who presented articles which were raffled at this meeting. One was won by Mr. Wilkie and the other by Mrs. Loftus.

### Future Events

Meetings for next month: November 2, 2.15 p.m., Sewing Meeting; November 9, 2.30 p.m., Committee Meeting; November 16, 2.15 p.m., Sewing Meeting, and November 30, 2.15 p.m., Sale of Work.

The first three will be held, as usual, in the Wardroom Annex. The Sale of Work on November 30 will be in the Cinema. It will be opened by Lady Creasy, and a large attendance of members and friends is hoped for.

### New Members

All wives whose husbands have served in H.M.S. Vernon for any period, and who are still serving in the Navy, are reminded that they are eligible for membership of this branch and will be very welcome at any meeting.

### Combined Annual General Meeting

The Chairman, Hon. Secretary, Hon. Treasurer and seventeen members attended the Annual General Meeting at Admiralty House, Whitehall, on October 18. This was the first time that such a large number from our branch had attended a London meeting. A coach was arranged to leave H.M.S. Vernon at 9.30 a.m., and the ever-changing sunlit scenes of a perfect autumn morning made the journey to London seem all too short.

All the members agreed that this meeting was most interesting and stimulating and that the address by the Countess Mountbatten of Burma, who is now President of the R.N.F.U.S.W., was an inspiration to all. After the meeting, those present enjoyed tea, which was provided in one of the lovely reception rooms of Admiralty House, and during which the Countess Mountbatten of Burma, Lady Creasy, Lady Poland, the First Lord of the Admiralty, the Right Honourable J. P. L. Thomas, M.P., and other members of the Council, chatted informally with everyone.

The meeting over, our members occupied the time till the return journey at 8.45 p.m. with the many entertainments London offers. Altogether this was a highly successful day and one we shall now want to repeat every year.

### ROYAL NAVAL FRIENDLY UNION OF SAILORS' WIVES SOUTHSEA BRANCH

### A SALE OF WORK

on

Monday, November 14th  
2.15 p.m.

Victory Hut, R.N. Barracks

## Navy News QUIZ

### QUESTIONS

1. A rigol is
  - (a) An echo sounding instrument
  - (b) A seaman's dance
  - (c) An escape hatch
  - (d) A device for preventing water entering a scuttle.
2. What is Harriet Lane?
3. When does nautical twilight begin?
4. "Not room to swing a cat." What sort of cat?
5. What is the "barrel of butter"?
6. What was a banyan day?

ANSWERS ON PAGE 5

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## Have YOU a personal problem? .. ASK JOHN ENGLISH

### "Lost in the Wash"

I WONDER if you would advise me as to what action I could take against a laundry, as on July 14 I placed a pair of overalls in a depot of the laundry. When the time came to collect them, no overalls. The assistant said she would check for me as to what had happened to them. As I was going on draft she took my name and address. I went and "chased her up" a few times, then she told me she was told they believed that they were given to someone in the Dockyard. Anyway, she wasn't sure. Since then I've written to the manager at least fourteen days ago. Since then I've had no answer and I'm not satisfied with the excuse they have given me.

So that's why I'm seeking your advice.

I hope you can give me some news.

Answer: In reply to your letter, many laundries only accept washing subject to certain specific terms of contract. You do not say whether in fact in your case there was a specific contract. Generally speaking, however, if you can prove delivery of the overalls to the laundry, then you have a legal right that the laundry should return them in no worse condition than they received them, apart obviously from being cleaner.

I would advise you to write a polite letter to the Managing Director of the laundry concerned, setting out the facts and requesting that the overalls be returned to your address, or that their value, which you should state, should be paid by the laundry. If you get no satisfaction the only alternative you have is to instruct a solicitor.

### Foreign Service Leave

WOULD YOU be kind enough to let me know how many days leave is allotted after 18 months' foreign service at Singapore; also the No. of the A.F.O. which contains details of this, as we would like to arrange a holiday but not sure of how many days we are entitled to. Thanking you.

Answer: In reply to your letter of October 1, the regulations governing Foreign service leave are contained in Queen's Regulations and Admiralty Instructions, Article 0908. The scale of leave laid down is two days for each month of foreign service. Foreign service qualifying for this leave starts from the date of leaving the United Kingdom and ends on the date of arriving in the United Kingdom on return. Your husband should be entitled to about 36 days' leave.

### The Drafting Forecast

WE ALL enjoy the NAVY NEWS. But we find one thing missing. In your General Drafting forecast you keep us well up to date; the lads serving overseas would, I'm sure, appreciate knowing which ship is relieving which. So may we look to the future copies with "Who Relieves Who"? If not, who relieves us?

Answer: In the General Service Commission Scheme a ship relieves ITSELF—for example, H.M.S. Scorpion recommissioned in April, 1955, and the ship (with a new ship's company) carries on her work.

Ships are withdrawn from the active fleet for long refit, modernisation, etc., at intervals and then another ship is brought forward to take her place. It is not possible to announce publicly many months ahead the identity of the Relief Ship—but at about 4 months' notice this information would appear in the NAVY NEWS.

### R.F.R. Training

COULD YOU please inform me when the weekly drill period for R.F.R. ratings commences for the coming year 1956?

And whether or not R.F.R. rating on application can request to do his week's training at any particular time during the year?

If so, how long has to be given to R.F.R. registrar?

Answer: In reply to your letter of October 10, the full R.F.R. training programme for 1956 will probably not be known until April or May. The programme for the first three months of the year will be settled within the next two or three weeks.

Endeavour is made as far as practicable to meet the wishes of reservists who apply to the Registrar R.F.R. regarding the date of their training, but this must of course depend on the training programme, which has to be fitted in with the other commitments of the training establishments. Generally speaking, it is usually possible to avoid calling a reservist for training at a particularly inconvenient time but not always possible, except within broad limits, to arrange his training at a particular date of his choice. The earlier such applications are made to the Registrar R.F.R., the more likely it is that suitable arrangements can be made.

I have been advised that so far as can be foreseen at present, it is unlikely that you will be called for training in 1956.

## FROM A SCOT TO SCOTS

THE MODERATORIAL ring I carry about with me on my tours of the Churches bears an impression of "The Burning Bush," which has long been recognised as the emblem of the Church of Scotland, with the motto from Exodus III to the effect that it burns but does not burn away. This, we feel, is very true of our Church when we glance back at its history: it has in all the centuries meant fire and light, and still it goes on burning. When one looks at the Church to-day, one notices how human are its leaders, how inadequate its efforts, how limited its service to God and man; but when one thinks of the way by which we have come through the ages, we quickly realise what mighty work the Church has accomplished for Scotland. It has always been deeply involved in our liberty movements from Wallace and Bruce, the Covenanters, the Seceders, those who stood for the rights of the individual conscience, and for the spiritual independence, an attitude revealed also in the democratic form of our Church government in which the laity play such a prominent part. Independence is a splendid Scots tradition, and we owe the very spirit of it to our pious forebears. Further, since the days of John Knox, general education had a better place in that of most countries, and the Church tried hard to teach people so that they could read the Bible for themselves and think for themselves, and come to intelligent convictions on serious matters, religion being not, as had been assumed, merely a ceremonial performance and superstition, but concerned directly with a proper man's way of living among his fellows and before his God. Another line of development which our country owes to the example of the Church is our care of the poor and the sick. It was only in comparatively recent times that the community as a whole was persuaded that such matters are a common responsibility and now they are a recognised part of the State's regular activity. Some Scottish characteristics have amused the world, but on the whole Scots have established themselves as a good type, much respected all over the world. The Cottar's Saturday Night, John Galt's Annals of the Parish, Johnny Gibb of Gushetneuk and many more literary accounts portray the Scot as one with a strong character based on Christian principles. May we not prove false to the best traditions of our people.

G. D. Henderson.

Moderator of the General Assembly of the Church of Scotland.

## Record Review

LECLAIR is surely a composer of whom we deserve to hear more. Like Torelli (whose Op. 8 Concertos were issued a short while ago), he is a composer for which L.P. recordings can do much, and the issue by L'Oiseau-Lyre (OL 50087-8) of six of his forty-nine violin sonatas is a welcome release. I have only yet received three of these sonatas but I can speak in highest terms of recording and performance. Isabelle Nef's harpsichord support of Georges Alès makes for good balance, and these performances are well worth the attention of all.

Both Albinoni and Vivaldi are composers with certain common characteristics and, although the latter is comparatively well known, the former deserves his share of recognition. Both are represented in new recordings of oboe concertos (among a collection of their works), Pierre Pierlot, the distinguished French oboist, is soloist in the Opus 7 concertos of Albinoni (L'Oiseau-Lyre OL 50041), which disc also includes two of the Opus 5 "Concerti a Cinque." Unfortunately, the accompaniment by the orchestra is not sufficiently careful to create perfection—nevertheless, this is a highly recommended disc.

The Vivaldi collection is played by Claude Maissonneuve—with Georges Alès as violin soloist in the B Flat Major Concerto for violin, oboe and orchestra. I found these less attractive than the Albinoni set but of value in learning more of the many works of Vivaldi. (OL 50073.)

F.10630 is the Decca number to be noted for "The Dam Busters March," recorded by Billy Cotton and his band, together with "Bring Your Smile Along." A "Cloudburst" occurs in the form of Ted Heath playing "Malaguena" (F.10624), but the skies clear when, on F.10625, Charlie Kunz plays the one hundred and eighteenth of his "Piano Medleys."

G.M.-M.

## SALISBURY AND DISTRICT WHITE ENSIGN ASSOCIATION

A WELL attended Monthly Meeting was held at the British Legion Headquarters, Salisbury, on Monday, October 3, under the Chairmanship of Mr. Reg. Wade.

The Chairman thanked all members for parading and following the Standard to the Cathedral on Battle of Britain Sunday.

Our Hon. Secretary and Treasurer, Mr. Roy Davis, gave the final details of arrangements for our Annual Dinner at the Cadena Café on the evening of Trafalgar Day.

Our Life President, Admiral Sir Gerald Dickens, will be the guest of the evening, and representatives of our Chummy ships will also be present.

Our Members will parade with Standard in company with other ex-Service Associations and their Standards on Remembrance Sunday.

Letters of thanks were received from two widows of late members whom we were able to help. Our thanks are also due to the R.N.B.T. for their ever willingness to help when the need is beyond our financial resources.

Arrangements are now in hand for our Annual Children's Party.

V.G.S.

### ANSWERS TO QUIZ (See page 4)

1. A device for preventing water entering a scuttle.
2. Any tinned meat.
3. When the sun is 12° below the horizon.
4. A cat o' nine tails.
5. A small island in Scapa Flow.
6. A day on which no meat was issued (after Banian, an Indian sect, which eats no animal food).

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## DRAMA COLUMN

### Inter-Services Drama, September 23-25

"ON STAGE beginners," and with those words of Dr. B. A. Yeaxlee, the Chairman, the tang of backstage leapt to life for us. It was at the invitation of the delegacy for Extra-Mural studies, Services Education committee that nineteen of us were gathered at Oxford for a week-end course on "Drama Production"; the Army and the R.A.F. were the rest of our complement of fifty.

#### What Makes a Good Play

Oxford is busy even in the vacation and three lecturers were easily ranged to put up ideas for our stimulation. Provocative, the first of the three, Arthur Ashby, lecturer in English, certainly was. He spoke to us on "What Makes a Good Play" and "The Theatre To-day." In the former he preferred to catalyse rather than synthesise—"Isn't it rather 'What makes a play good?'"—and in masterly manner built up one for us: blend the literary mode (how a play instructs, impresses and shocks) with the theatrical (how a play entertains and enthralls); observe the rules of taste, time, unities, plot and narrative and then . . . but masterpieces are best left to masters after all. Themes he left to the second talk were the quality of the "Confidential Clerk," the possibility that Shaw is soon to be forgotten except for "St. Joan," the usefulness of the television camera and, finally, the preoccupation with character, with the pathos and tragic force of the hero's dilemma, which he felt had saved the educated public for the theatre.

#### The Script

"The Producer and his Script" and the "Actor and his Script" followed

logically enough. This time the feminine viewpoint of Daphne Levens, Director of the City of Oxford Dramatic Club, was practically urged. She proved an apt puppet-manipulator, pushing us amusingly around whilst she demonstrated how a typical Victorian melodrama would be treated by producer and actor. "Gadzookery" is evidently a passion for her and she proved highly infectious. She left us with a precept for actors, "Read your plays until you can hear their people speak."

#### Producing Drama

"On Producing Drama To-day" soon revealed the impish humour which has made Historian John Hale a television personality. The pitfalls for a producer—the avoidance of too much emphasis on production, the actor who gets out of hand, the Shakespearean who *ad libs* ("how is't my noble lord?" "Not so badly, thanks"), and the Drama Festival contest—were exhilaratingly sketched. Thus the week-end was vividly ended.

Possibly this is the first of further such vacation courses. We hope so; Oxford had welcomed us and we left her regretfully.

#### Collingwood Dramatic Society

On November 23 and 24, Roland and Michael Pertwee's drama, "The Paragon," will be staged in H.M.S. Collingwood by the Collingwood Dramatic Society. The play was first produced in May, 1948, at the Fortune Theatre, London, and has since been broadcast and filmed.

Tickets, price 2/6, 1/6 and 1/-, may be obtained from the Secretary, Collingwood Dramatic Society. (Collingwood, Ext. 222.)

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## SPORTSMAN OF THE MONTH

### P.O. FRANCIS DEREK DRAKE

THE SPORTSMAN of the Month for NAVY NEWS is normally chosen from adherents of one of the more conventional forms of sport or athletics. In part, this is true of our sportsman this month, but he has been selected primarily because of his ability and success in the seamanlike sport of sailing. P.O. Francis Derek Drake has undoubtedly been the most successful coxswain in Osprey this year, and probably in Portland also.

P.O. Drake joined the Navy as a Seaman Boy in 1937 and was drafted to his first ship, H.M.S. Revenge, in 1939. It was in that ship that he was first attracted to sailing and learned to handle boats, although it was not until late in the war that he began to make his name in this sport. Since those early days sailing has always been his first-love and he has gradually developed his skill and attachment to it over the post-war years. Since the war his service has alternated principally between home and foreign service, and his first major success in sailing was to be selected as a member of the Navy team against the R.A.F. in 1947 while he was serving in Malta. In 1948 while in H.M.S. Excellent he won the Portsmouth Command Torch Trophy, and in 1949 at Gibraltar, the Rawson Cup for Whalers and Dinghies, the first time a dinghy has won this race.

He has very happy sailing memories of a two-year commission in H.M.S. Ceylon on the East Indies Station, between 1952 and 1954. He was an active sailing secretary of that ship, and was a member of the successful ship's team which won the Naval and Civilian Club Regatta at Sydney, the Fleet Regatta at Hobart, and the 1953 East Indies Fleet Regatta.

However, it is not only in sailing that P.O. Drake shows merit. When he joined H.M.S. Osprey in November, 1954, he immediately took up his other favourite sport, hockey, and proved himself to be a very good back. He was a member of the Osprey team



which reached the semi-final of the Navy Knock-out Competition in the 1954/55 season.

With the start of the 1955 sailing season he once more turned to sailing. At Portland he has specialised in admiralty dinghies, and this year he has shown himself to be an outstanding coxswain; he has sailed regularly and in the weekly races has gained eleven firsts, three seconds and one third. He has also won three of the major events at Portland, the Gieves and Castle Cove Sailing Cups (both R.N.S.A. trophies) and the R.N.L.I. Burgee. He has been equally successful as a member of the Portland Naval Sailing Association team against the Weymouth and Castle Cove Sailing Clubs and as a member of the Osprey team which won the Portland Sailing Dinghy Trophy.

This must, surely, have been P.O. Drake's most successful year, and by this showing alone he has great sailing opportunities in front of him. He is also willing to share his knowledge; both at Trincomalee and at Portland he has organised voluntary dog watch instruction for anyone who wants to learn.

## PORTSMOUTH COMMAND FIELD GUN CREW, 1956

VOLUNTEERS are required to form the Field Gun Crew for the Royal Tournament at Earls Court. Length of stay at Earls Court is from June 5 to June 24. Names of volunteers from ships and establishments to be sent to Field Gun Office, R.N.B. All one has to do is to request to go to your Divisional Officer, who will forward your request to R.N.B. (A.F.O. 2642). This is a worthwhile job for keen, willing men, our object being to relieve Devonport of the other two cups. Pompey holds the most important one now; will you help us to retain it and win the others? If any information is required before deciding, do pay a visit to Field Gun Office or Gunnery Office, R.N.B. Reliefs are arranged with Drafting Office.

## Portsmouth in the Gay Nineties

1893

WHAT AN absorbing thing an old newspaper can be! The other day in H.M.S. Dryad, behind an old picture, we found the "Portsmouth Evening News" for Thursday, January 19, 1893.

Yellow with age, and doubtless a dreary enough document in its day, it made the most fascinating reading. For instance, in its editorial it congratulated the managers of the Waterlooville Industrial Home (chairman, the Commander-in-Chief, Admiral the Earl of Clanwilliam) on their "very gratifying report" which included the somewhat startling information that "there are practically no children now to be found in Portsmouth brothels."

### Beerhouses

Passing from that eloquent tit-bit, we learn that Portsmouth had a thousand public houses and its drink bill was £600,000 a year. That, mark you, at a time when beer was 9d. a gallon and the pub itself could be bought for £10.

### ALE, STOUT and PORTER

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John Dyer of Kings Road, Southsea, was holding his annual GREAT SALE, coal was twenty shillings a ton, delivered, and every piano sold carried with it, as part of the bargain, twelve months free tuning and twelve months free music lessons. The cost? Fourteen guineas, including the piano!

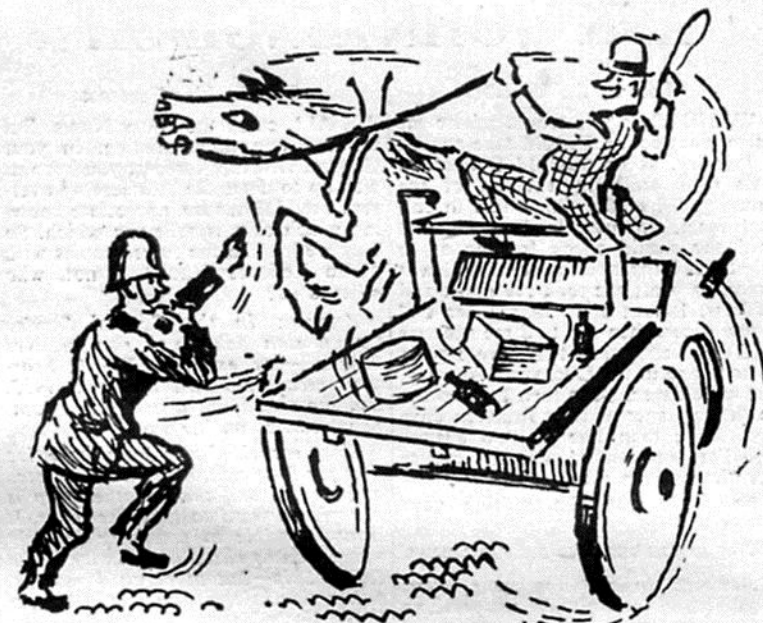
The great patron of Boxing, the Marquess of Queensberry, had been laying down the law on behalf (of all things!) of polygamy and legitimate concubinage.

A Mr. George Miller was drunk in charge of a horse and cart in Milton Road, ("Drunk in Charge and Furious Driving.")

### Painless Extractions

Dr. REDWARD, DENTAL SURGEON, "having met with such great success with his Prize Medal sets of Teeth, he will still continue to supply a COMPLETE SET at ONE GUINEA, a SINGLE TOOTH from 2s. 6d. PAINLESS EXTRACTATIONS by Nitrous Oxide Gas, at half usual cost. TEETH STOPPED, rendering them again useful for mastication and articulation."

Strictly to business, the dentists, "Painless" and "American" dentistry being much advertised. Not so the



doctors. Medical news was confined to the case of the surgeon who quarrelled with his wife "about the cooking of a kipper and threw a tin at her, striking her on the head." (She died, poor woman.)

And there was a dance at Haslar. In the Dockyard the drillers had a grievance. And, by modern standards, they had, indeed, a grievance!

### Secret Trial

An Armour Plate trial had been held on board the "Nettle." It was a secret trial. However, in the words of the newspaper:

"The Trial was private, but... the results were as follows: ... A Holtzer discharged with 48 lbs. of powder, the highest amount allotted to the gun, penetrated the face and part of the backing, but without disintegrating the armour!"

So much for security! This was the heyday of the Music Hall. The Empire Palace, The People's Hall of Varieties, and numerous others offered for the entertainment of the Portsmouth citizens such delights as vocal comedians, astounding acrobatic acts, specialty artists, eccentric trick bicycle performers and so on, including Professor Peterson's TROUPE OF HIGHLY TRAINED DOGS and "the greatest fin de siècle Novelty of the Age, the celebrated

BOXING KANGAROO  
A marvellous Marsupial,  
The English Champion Lightweight Boxing under Queensberry Rules."

Polygamous, no doubt.

On less parochial matters, Mr. Gladstone's Ministry was being "treated to such a chorus of praise as would be calculated to turn the heads of less sober men" over their prompt and effective handling of the revolt of the young Khedive in Egypt.

A paragraph headed "The Panama Scandal" datelined Paris, recalls that the French, before the Americans, made the first attempt to cut the Canal and that their failure was due to fraud as much as to fever.

The death of a Mr. James Hunt, aged 99 years, links the 18th century, a settler was nearly eaten by "ravenous wolves" in Winnipeg and (plus ça change, plus c'est la même chose), a black man was lynched in Alabama.

There is plenty more on similar lines, ponderously told and pompously expressed. But an impression is given, as clear as any picture, of a sordid and often brutal life seething beneath the decorous facade, with the police obviously hard pressed in a morass of quite serious crime.

### Grey Nineties

Britain as a country was rich, and growing richer, but its people were in trouble over money. No fewer than three Building Society failures, an absconded rent collector, a woman who "popped" her husband's complete outfit of clothes, and a bankrupt colonel are reported on one page alone, and the echo of corruption, financial and otherwise, pervades the whole issue.

## BOOK REVIEWS

THE EYES OF THE NAVY.  
Admiral Sir Wm. James (Methuen, 21s.)

A book by Admiral James is, increasingly, a naval occasion. His simple, forthright style and the shrewdness of his judgments make his works both pleasant to read and valuable to study.

This is his fourth venture into the deep waters of naval biography. He has written on Earl St. Vincent, Lord Nelson and Lord Fisher. One is tempted to seek the inspiration behind each of these.

Admiral James was at his best in "Old Oak," his book on St. Vincent, writing on a character with whom he was instinctively in sympathy; he wrote on Nelson because, perhaps, every naval officer is fascinated by that colossus who bestrides our world; he wrote on Fisher, for no naval writer can escape the challenge of that formidable, controversial character.

The inspiration of this biography of Admiral Sir Reginald Hall is less easy to suggest. Few of the younger generation in the Service remember, if indeed they ever heard, his name. He seems rather a little hill amongst these mountains.

Friendship is one of the reasons. Admiral James obviously admired and was fond of the man who had been his captain. But this is far from being a book of personal reminiscence. Sir Reginald Hall was Director of Naval Intelligence during the 1914-1918 war, and in that appointment held and used very great power. One might call this biography, recalling a famous book by Admiral Richmond, "Politics as an Instrument of the Navy." Admiral James has written on Hall, because he too was a mountain—but a mountain so

shrouded in cloud and mystery that his very presence was hardly suspected.

THE NAVY'S HERE. Frischauer & Jackson. (Gollancz, 16s.)

The "New Statesman & Nation" in a recent article commented waspishly on the innumerable post-war books on the Silent Service. Having read this book, one must confess that the waspishness is not without justification.

Firstly, the book is written somewhat in the style made popular by the tabloid press, with much splashing about of "evil glances," "cold stares," "gripping climaxes" and so on. More seriously, a large part of the book is concerned with yet another re-telling of the story of the Graf Spee and the River Plate action than with the Altmark, although the book is subtitled, "The Altmark Affair." It is therefore very similar to a large part of the story of the "Atlantis" so that, to those who have read that or any other of the several books on German commerce raiders, the book comes with no fresh impact. Even the photographs—Graf Spee burning at Monte Video, H.M.S. Cossack, Altmark in a Norwegian fjord—are uninspired and unoriginal.

One wonders whether there is to be any end to the spate of books of this kind. The tendency has been for factual accounts of this or that aspect of the war to become more and more pedestrian as they became more and more expensive. It is ridiculous to attempt to make a book out of material which, factually presented, justifies only a couple of chapters. It is something worse than ridiculous to pad out the product with a mention of almost every individual concerned. Surely even the British appetite for

unimaginative documentaries is nearing satiety.

A BEGINNER'S GUIDE TO THE SEA. Capt. Frank Knight. (Macmillan, 8s.)

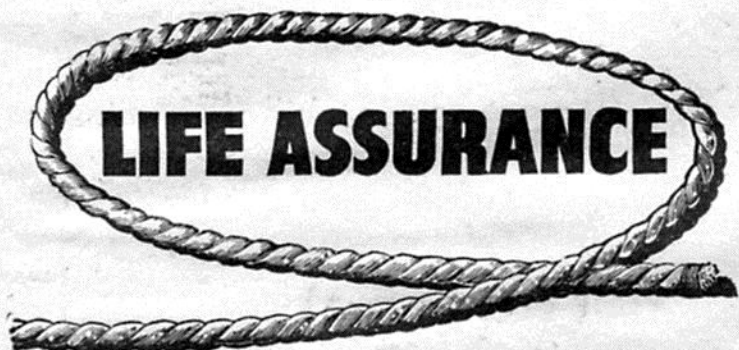
This unpretentious little book is one of the most admirable of its type that I have seen. In small compass it combines lucid explanation, easy style and a remarkable variety of sound instruction, all of it of value to the yachtsman, the young seaman or even, I would suggest, to the junior officer. The chapters on pilotage and astronomical navigation are particularly noteworthy, giving the essentials without the lengthy explanations and involved drawings which detract from the usefulness of so many manuals; although, in a few particulars, the methods described are not those customarily practised in the Royal Navy.

R.I.C.

## Visit of C-in-C. Royal Norwegian Navy

THE COMMANDER-IN-CHIEF of the Royal Norwegian Navy, Vice-Admiral Johs. E. Jacobsen, and Mrs. Jacobsen, arrived in Britain on Monday, October 10, 1955, to be the guests of the Board of Admiralty for several days.

On the night of their arrival, they dined with the First Sea Lord and Chief of Naval Staff (Admiral The Earl Mountbatten of Burma, K.G., etc.). During the three following days, Admiral Jacobsen visited naval establishments at Portsmouth, Portland and Londonderry. He was accompanied by the Norwegian Naval Attaché in London, Capt. A. Stang.



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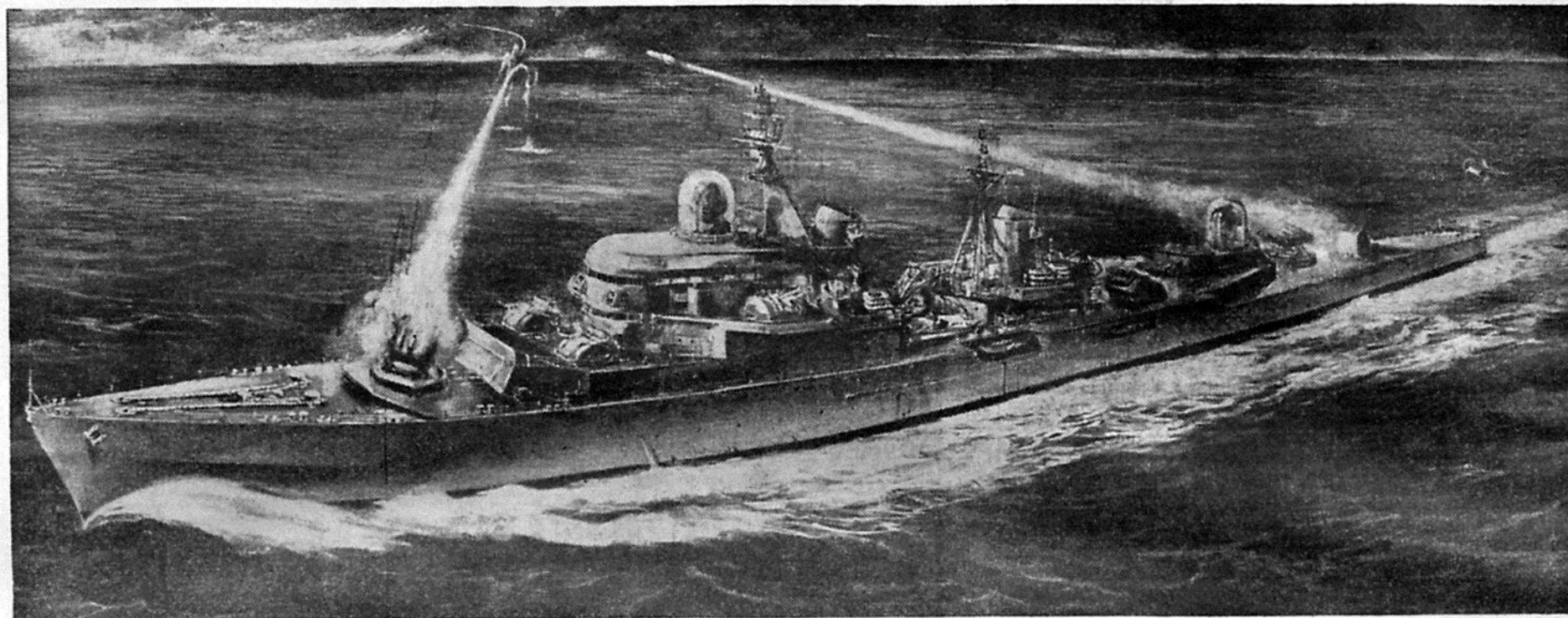
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# Royal Navy's New Guided Weapon Ships



An artist's impression of one of the Royal Navy's new guided weapon ships on the design of which Admiralty experts are now working. These ships will be something over 10,000 tons and an obvious successor to the cruiser

## Letters to the Editor

THE FOLLOWING has been received from Lieut.-Cdr. W. D. Long, R.N., who was a young Able Seaman in the Mediterranean Fleet in 1897. It is a copy of a commendation issued by Admiral Rawson, to the Officers and Men and others who took part in the Benin Expedition, 1897, in which Expedition officers and men of H.M.S. Theseus (featured in the October issue of this paper) took part.

Protectorate Yacht Ivy, at Sapele, February 25, 1897. To the Officers and Men and others who took part in the Benin Expedition, 1897.

The Benin Expedition, under my command, having been brought to a successful issue, I wish to express to all the Officers and Men of the joint Forces of the Navy and Marines and the Niger Coast Protectorate, who took part in it, my high appreciation of their zeal and energy throughout the operations.

Those who were called up to engage the enemy displayed a gallantry and endurance beyond all praise, while to the remainder of the Force, who had to be employed on other duties equally necessary to the Expedition, my thanks are specially due for the excellent work they have done under most trying circumstances.

The loss of some of our Comrades is a matter of deep regret and sadness to us all; but the recollection that they laid down their lives in nobly and gallantly doing their duty cannot but make us feel proud of having been privileged to call them Comrades.

Her Majesty's Commissioner and Consul General has also tendered his most cordial thanks to the Officers and Men engaged in the Expedition for the assistance rendered, and he adds that from personal observation the work has, in his opinion, been undertaken by all concerned with the greatest enthusiasm, and carried out with a disregard of personal danger, hardship and privation which is deserving of highest praise.

(Signed) Harry H. Rawson.

H.M.S. Theseus, First Class Protected Cruiser, with H.M.S. Forte, Second Class Cruiser, was dispatched from the Mediterranean Fleet to take part in the Benin Expedition, and then rejoined the Mediterranean Fleet. I served in H.M.S. Forte and have the Benin Medal and 1897 Bar, and the Officers and crew received the Benin Medal and 1897 Bar of H.M.S. Theseus.

W. D. Long,  
Lieut.-Cdr., R.N.

DEAR SIR.—On renewing my subscription for a further twelve months, may I make a suggestion?

I am sure that many of the old war-time Naval men like myself would like to know what has happened to those old haunts of ours since those days. For example, there is the British Centre, Sydney, and Chatham Camp, and the various clubs in Ceylon. Then there are the hospital and accommodation ships which used to accompany

the Fleets. What has happened to those, and the other places which we used to know in different countries all over the world? I am sure some interesting articles could be made up on this subject. Anyway, what do the other readers think?

F. D. Clark.

DEAR SIR.—The worth of your estimable article and comments of your October issue on the Battle of Trafalgar was diminished by an unfortunate error in the "Quiz." Contrary to popular belief, Nelson never lost an eye.

Sir Geoffrey Callender, in a foreword to Britton's "New Chronicles of the life of Lord Nelson," writes on this subject explicitly; among the facts he gives are these: the right eye was injured by fragments of splintered stone (while Lord Nelson was ashore in Corsica leading his sailors from H.M.S. Agamemnon in the siege of Calvi); the sight of this injured eye grew worse over the following years, and caused pain in the left eye as well, inducing Nelson to use a green shade over both eyes when the sun was too bright.

As Sir Geoffrey explains, much of the point of the famous "turning a blind eye" incident is lost unless it is realised that when Nelson raised his glass to his injured eye and asserted that he could not see the signal reported to him by his signals officer, he was not encouraging disrespect for, and easy laughter at, Hyde Parker (as would have been the case had a telescope been put to an empty eye-socket or to a patch), but with his tongue in his cheek, was giving himself an excuse for his future actions.

Yours faithfully,

James Bertie,  
Lieut., Royal Navy.

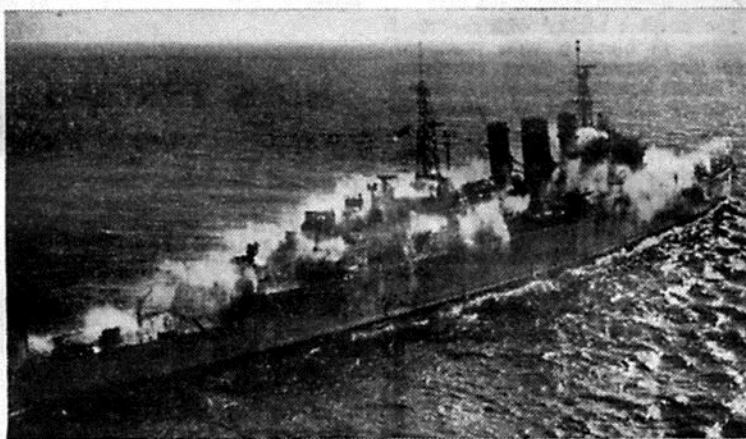
I am very grateful for Lieut. Bertie's letter drawing attention to Sir Geoffrey Callender's version of the action at Calvi. All biographers agree that Nelson was struck with great violence in the head and breast by splinters, stone, and sand from the merlon of a battery hit by an enemy shell. This caused superficial lacerations of the face, and a deep cut in the right brow which penetrated the eyelid and eyeball. The subsequent progress of the wound appears to be less well authenticated, but the majority of historians do seem to subscribe to the view that the condition deteriorated and eventually resulted in the loss of sight.

An excellent account is given in Carola Oman's "Nelson," in which there are quotations from the medical reports, and a categorical statement that on October 2, Nelson himself sent two certificates to Lord Hood stating "the loss of an eye in His Majesty's Service."

It is agreed, however, that he did not have the eye removed, and never wore a patch over it—though he sometimes wore a green shade to protect his "good" eye.

As Lieut. Bertie rightly states,

## Anti-Atomic Warfare Tests



ANTI-ATOMIC warfare tests have been carried out off Malta by the British trials cruiser Cumberland (Capt. T. V. Briggs, O.B.E., R.N.).

The picture shows water sprays fitted around the ship thoroughly washing the decks and superstructure, a method of protection which would be used in war to keep ships free of radioactive particles.

Trials with this method of protecting warships in the atomic age were carried out in Home Waters last year, but tests in the Mediterranean have been more extensive.

This method of protection, known as "Pre-wetting," would be employed in ships operating in the "fall-out" area or on the outer fringe of a region affected by an atomic explosion.

The method involves the continual washing of all weather surfaces of the ship during and after exposure. Experiments have shown that fission matter is less likely to adhere to a surface while it is subjected to a system of salt water washdown. While the system is operating, the ship's company remains under cover and continues to control weapons and "con-

tinues to control weapons and "con" the ship from between decks. All openings are closed and would remain so until conditions on the upper decks have been ascertained by geiger-counter.

An officer concerned with the technical problems of "pre-wetting" has stated, "Our aim was to produce a rainstorm of tropical intensity."

## Royal Indian Navy Reunion

THERE WERE active service personnel from the Indian Navy and the Royal Pakistan Navy at the Royal Indian Navy (1612-1947) Club Annual Reunion, which was held in the R.N.V.R. Club, London, on Saturday, October 1.

A message of greetings from Her Majesty The Queen was read. Letters were also read from members unable to attend from as far distant as Karachi, Lisbon and Penang.

The members' ties are dark and light blue, which were the colours flown from the missions of the East India Company marine ships in the last century. In the course of a discussion on the subject of a possible change in the design of the tie, one member caused considerable amusement by mentioning this was for the use of members of the Royal Indian Navy (1612-1947) Club and, as they wore no ties in 1612, he thought it unnecessary to wear them in the Club now.

The Royal Indian Navy (as such) ceased to exist in 1947, but efforts are being made to preserve records of historical interest, and all present were requested to forward any R.I.N. documents in their possession to the National Maritime Museum, or to leave them to the Museum in their will.

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## RETIREMENT OF CAPTAIN A. T. PHILLIPS

C.B.E. R.N.

"Portsmouth Navy News" was launched as a result of the enthusiasm of a few, one of whom was Capt. Phillips, the Senior Supply Officer of R.N. Barracks.

Volunteering for the arduous post of treasurer, he has, by his counsel and unsparing effort, done much to make the paper the success it is. We are grateful to him for all that he has done, and the best wishes of Directors and readers are with him as he leaves the Service.

"popular belief" is that Nelson was blinded in his right eye. The correctness of that belief may be a matter for discussion, but the object of the question was to establish that the injury was sustained before the arm wound and, incidentally, among the mountains of Corsica, and not (as "popular belief" would have it) at sea.

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**Message from**  
**Admiral Sir Michael Denny**  
**G.C.B., C.B.E., D.S.O.**  
**Commander-in-Chief Home Fleet**

THE VISIT to Leningrad has undoubtedly been the most interesting of all the countless visits to foreign ports which I have taken part in during my naval career.

My strongest impression has been the remarkable spirit of goodwill and apparent friendliness in which it was carried out.

It was an occasion on which naval officers and men of the two countries—who already speak the common language of the sea—were able to get to know each other better, and full advantage was taken of this. As the Russian Dartmouth is situated at Leningrad there also occurred a unique opportunity for the cadets of both nations to visit each other. As to the people of Russia, their welcome was warm and they showed an intense interest in us and in our ships. Ships' Companies will, I am sure, have obtained a much clearer picture of what life in Russia is really like.

The British squadron was berthed

in the heart of the city of Leningrad between two great promenades on the banks of the Neva, where the citizens of Leningrad could mass in great numbers to watch the ships and their activities at close quarters.

I am sure that these people welcomed this grandstand view of our ships who looked magnificent in the setting of the fine old buildings of Leningrad.

My one regret was that owing to the reciprocal visit to Portsmouth I had no opportunity of meeting Admiral Golovko. During the war we both served the common cause in North Russia and upon occasion I had the honour and pleasure of commanding his ships while guarding the passage of convoys to and from North Russia. In those days our worst enemy was the weather, and it is a curious coincidence that during his visit to Portsmouth and my visit to Leningrad our old enemy the weather should produce the only difficulties with which either of us met.

## LENINGRAD FOOTBALL MATCH

EXCITED RUSSIANS grabbed British sailors at a football match in Leningrad and tossed them high over the crowds' heads in blankets.

It happened at the Kirov Stadium just after a match between the Royal Navy and the Soviet Navy. The Russians won 4-0, but nobody bothered about that.

### CROWD ENTHUSIASM

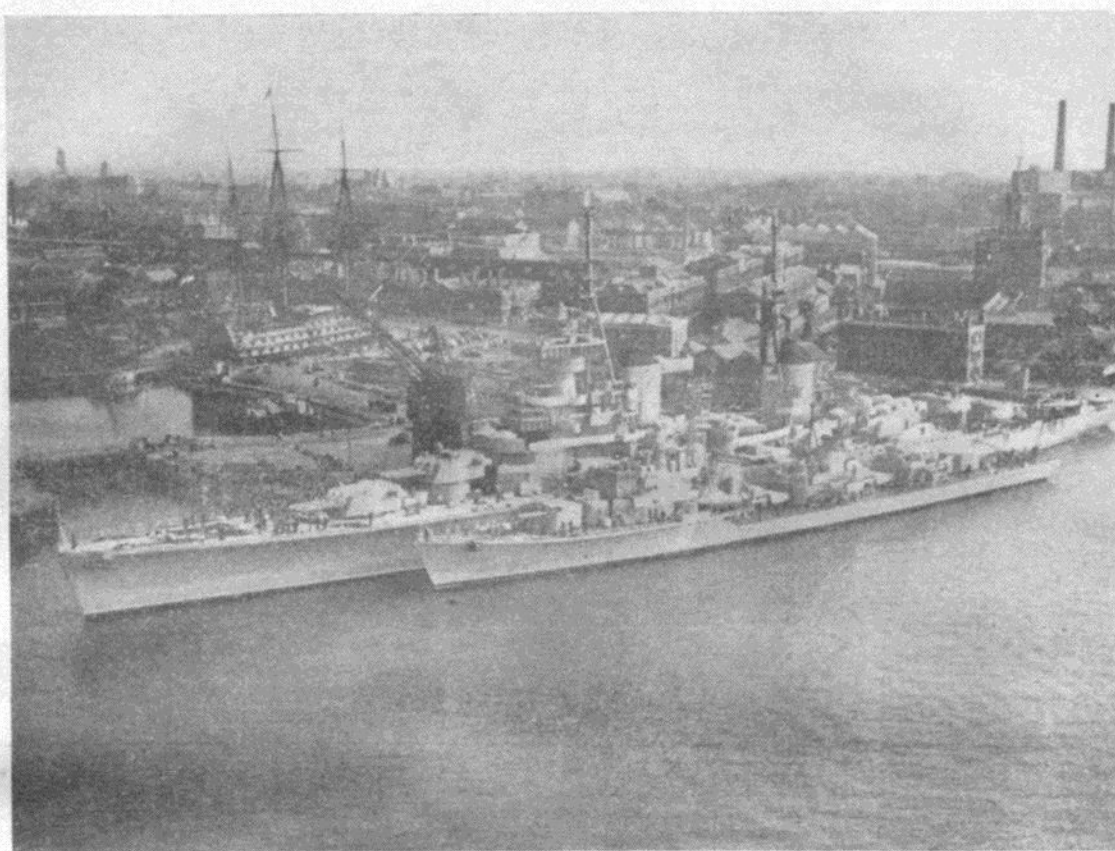
Thirty-five thousand Russians turned up for the match. They all went cheering the visiting Britons, they surged across the pitch after the final

whistle, to grab any English sailor in sight.

The stadium rocked with shouts of laughter as blankets were produced, held like firemen's jump canvasses, and sailors bounced in them. A dismal downpour did nothing to dampen the jollity.

Hero of the match was L./Sea. Bailey from the destroyer Chevron. He kept the Russian score down to reasonable proportions with a magnificent display in the British goal. The crowd roared every time he pulled off a save.

# ANGLO-RUSS



The Russian Baltic Fleet Squadron at Portsmouth

## H.M.S. TRIUMPH

IT WAS a great honour for Triumph to be included in the Squadron which represented the Royal Navy on this historic occasion, and more than this, during the visit, to wear the flag of the Commander-in-Chief, Home Fleet—the first Cadet Training Ship to do so.

The whole ship was fully aware of and ready to accept these responsibilities but none of us was prepared for the overwhelming welcome and the warmth of feeling with which we were greeted by the people of Leningrad.

The first overtures came from the hundreds of workers lining the banks of the narrow canal as Triumph steamed slowly through to the Neva River and the heart of Leningrad. They were silent crowds but with an air of eager and friendly curiosity, which was most heartening.

It was dark when Triumph came to her buoys just below the Lieutenant Schmidt Bridge, close to the right bank of the Neva, and we were astounded to see in the glare of the street lighting the thousands upon thousands who were massed on the waterfront and across the bridge. These people were far from silent and cheers soon rang across the water; hundreds of voices roared out Russian songs and chanted slogans in English—"Long live Queen Elizabeth! We wish you welcome!"

The hospitality extended by the Soviet Government was generous to the extreme—so many events were arranged that we were hard put to find enough sailors who could be spared to attend them all; bus tours, concerts, receptions, visits to the ballet, the circus, cinemas, museums were offered every day. But, much as everyone enjoyed these entertainments, it was the spontaneous way in which the people took the sailors to their hearts which impressed and encouraged us most. To set foot on shore was to be overwhelmed in a mass of smiling Russians and submerged with gifts of photographs, money, cigarettes and every kind of souvenir; and in return, the demand was always for autographs, buttons and, most of all, for "Queen pennies." Everyone was astonished at the numbers of English-speakers who had never seen a Britisher let alone spoken to one, and who were thrilled to practise the language. Throughout this joyous welcome ran always the solemn, almost anxious, theme—"We must be friends, our countries must be friends."

This warm interest was maintained during the whole of the five-day visit and even as the Squadron sailed, in a biting wind and driving rain, the crowds swarmed along the riverside to wish us farewell.

All in all, after the high level of the Geneva "summit" talks, we felt that in a small way a start had been made in bringing the people of our two countries together. We were certainly given the impression that the Russians want to keep the peace as much as we do; we hope we were able to convince them of our own friendly intentions. If this is all that was achieved, this sowing the seed of belief in each other, the Leningrad visit was well worth while.

## H.M.S. DIANA

AT ABOUT 1400 on Wednesday, October 12, the British Squadron arrived off the Leningrad Light Vessel. The Squadron was met by the U.S.S.R. destroyer Odaryonny, who then proceeded up the swept channel with H.M.S. Triumph whilst the remainder of the squadron anchored until 1700. The trip up to Leningrad was uneventful, the ship being under tow during the latter stages. Passing through the Schmidt Bridge, which was raised for our passage, we secured at our buoys in the Neva River at midnight. The warmth of our welcome was plainly visible as one saw the crowds of people who even at this late hour were lining the banks of the Neva to greet us. We were berthed close to the centre of Leningrad.

Throughout the visit the Russian authorities made arrangements for a large number of each ship's company to be entertained daily and shown round Leningrad. Visits to the Naval Museum, the Hermitage (Art Gallery) and the circus were arranged. Free cinema shows and concert parties were given nightly. The ship's company on arrival on shore were met by a friendly crowd of people, amongst whom were many who could speak English. Conversation was relatively easy, and life in England was the main topic. Many ratings visited the homes of their hosts.

A much sought after visit to the ballet was arranged and the fortunate few were delighted with a beautifully presented show.

The kindness shown by our hosts will long be remembered and even

though a storm blew up on our last two nights we managed to take full advantage of the lavish hospitality ashore. It was indeed unfortunate that more visitors were not able to come on board on the days the ships were open to them.

We have met the Russian people of Leningrad; their warmth of greeting will not be forgotten, and it is hoped that this visit has paved the way for a freer exchange of views, and further visits in the future.

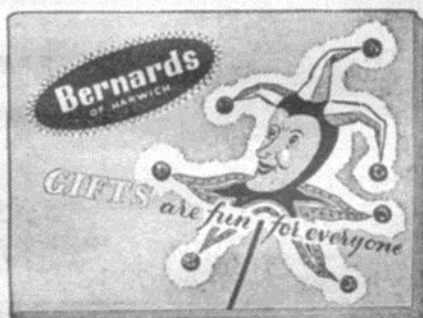
## H.M.S. CHIEFTAIN

THE LONG, overnight approach to Leningrad in no way prepared us for the warmth of the welcome which was waiting for us when daylight came. The banks of the Neva were black with the great crowds watching us, the boats on the river were packed with waving citizens, and behind all rose the magnificent buildings of Peter the Great. Every movement on board our ships was watched with great interest and later, when the ships were open to visitors, curiosity was intense.

The scale of official entertainment was lavish and the entire ship's company was required to meet the programme. Receptions, tours, visits to the ballet, circus and cinema, kept us busy though some of us managed to go ashore on our own. There we found it almost embarrassing as enthusiastic crowds followed us everywhere, touching us, talking to us, some in English, some in Russian, swapping souvenirs, and all the time discussing us amongst themselves, making up their minds we were real.

Those Russians who could speak English, and they were many, were most anxious to talk on all sorts of subjects. Sometimes it was difficult to make them believe in our freedom and way of life. Everyone was most anxious to make our visit a success and one never felt stranded.

We left Leningrad a somewhat exhausted ship's company, brimming over with impressions and much to talk over. So much happened in so few days that it will be some time before we are really straight. There is no doubt that the visit was a success and we hope that this small start will bring forth more opportunities for furthering understanding between the two countries.



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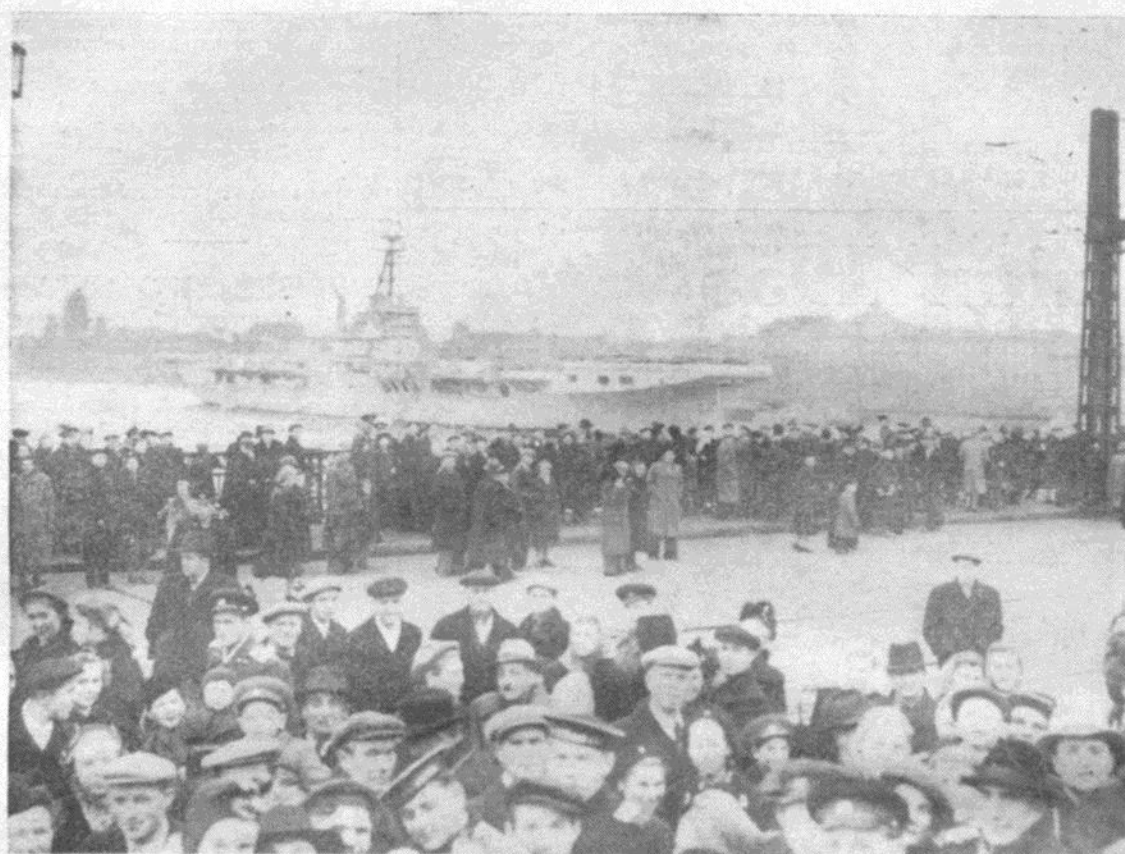
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# RUSSIAN VISITS



H.M.S. Triumph at Leningrad

## H.M.S. APOLLO

ON OCTOBER 12th a squadron of six British warships, under the command of the Commander-in-Chief, Home Fleet, Admiral Sir Michael Denny, arrived in Leningrad on a "showing the flag" visit of unusual importance.

From our berth in the River Neva we could see the huge crowds which had assembled to greet us outlined against the magnificent buildings on either bank.

Among these buildings is the Winter Palace, a fine building containing over 7,000 rooms, which was built by Peter the Great in 1710.

The Admiralty is another building worthy of praise. Here in old St. Petersburg, capital of Russia from 1712 to 1918, one can find the best Western and Eastern architecture standing side by side.

When we went ashore the crowds, eager to show their friendship to unusual visitors, thronged around us with all kinds of small gifts.

They asked us questions about our homes and families, and they were very keen on all kinds of art, and showed a remarkable knowledge of the English humanities.

Many of them could speak English fairly well as it is now being taught at their second language in the schools with a considerable emphasis on our famous authors.

During the visit some of us were extremely fortunate and were able to spend an unforgettable day in Moscow, others attended lunch parties and receptions. But all of us had the opportunity of going to the circus and a Russian cinema for a very good evening's entertainment.

The ballet was very popular, the scenery and stage effects being exceptionally good; and, of course, there were excursions to the Naval Museum, the Winter Palace and the rest of the galaxy of interesting places Leningrad has to offer.

The people were very pleased to see us and I think that we have, by this reciprocal visit, kindled the spark of friendship and co-operation which we hope will burst into a roaring flame.

## H.M.S. CHEVRON

WE IN H.M.S. Chevron were delighted to hear that our ship was to be one of the first squadron to visit Soviet waters for nine years or so—for it would be a wonderful chance for us

to gain some first-hand impressions of the country and to sort out our, perhaps, garbled ideas of life in the Soviets.

After steaming up the Neva we arrived at midnight in order to pass under the Schmidt Bridge, which is only opened at that time for traffic reasons. Even at that hour we could see that the wide river was flanked on both sides by many fine palaces and houses which had been built in the time of Catherine—the city having been originally laid out on a magnificent scale by Peter the Great. Enormous crowds had gathered to see our arrival. These crowds were, perhaps, the most memorable feature of our stay—any sailor who stepped ashore and made his way through them must have felt like a film star, so interested were the thousands that gathered at every landing-place.

In the morning we saw that the imposing river frontage was sadly lacking in paint, the buildings looking like London's at the end of the war. However, an excellent programme of tours, parties, visits to the ballet, circus and cinema had been arranged and all the entertainments were of really first-class quality. The shops, such as they were, held nothing of interest—the goods were all extremely expensive and lacking in appeal. No one buys anything there for the pleasure of it.

But, of course, the chief interest was the people. Surprisingly, large numbers spoke English, this being a popular subject in the schools, and one only had to go ashore to be besieged by youths and girls keen to talk and to exchange souvenirs. The ships were soon denuded of pennies, given in exchange for roubles, pictures and badges. The people were most friendly, though their ideas of Britain were quaint, being based on readings of such authors as Dickens. In many there was clearly a fanatical belief in Communism; if only they could come in millions to the free world, to see what they are missing, for their standard of living is still extremely poor.

Our lasting impression is of a serious though warm-hearted race where frivolity is frowned upon officially, where the few magazines have pictures not of pin-ups but of factories and politicians, where the work and living conditions are hard, where the people are kept under rigid control but aim to build a better country and are keen to know the outside world better.

Our departure was delayed and we were able to make the return trip in daylight: contrary to reports in the British Press smoke screens were not

laid across the dockyards. The journey down-river was most interesting.

Our visit had been thoroughly enjoyable; we were welcomed warmly and given the opportunity to see a great deal, leaving much the wiser. If we were able to contribute to mutual trust and friendship between our countries, it will have been well worthwhile.

## CHIEF PETTY OFFICERS' MESS R.N.B.

THERE MUST be many Portsmouth Chief Petty Officers serving afloat and ashore, who can call to mind events of note which have taken place in that ancient block, the Chief Petty Officers' Mess of the Royal Naval Barracks but a social evening with their equivalent ratings from a Soviet squadron is a rare occasion; indeed one would be tempted to say as unique an event as the modernisation of the building itself. It would have been a supreme optimist who could have foretold either eventuality say even eight years ago.

Nevertheless, one hears rumours of the latter, and on October 12, a party of 65 U.S.S.R. Chief Petty Officers was entertained in the Chief Petty Officers' Mess, and what a party it was.

There was no question of "clear lower deck of hosts" on this occasion. Every member of the mess was anxious to play his part in welcoming such distinguished visitors, and with the willing aid of their wives, friends and a number of charming ladies from the W.R.N.S., St. Mary's Hospital, and various firms' social clubs, the guests were made to feel very much at home in what was undoubtedly a full house.

Nothing makes a party go better than a really good crush, and success was guaranteed on this occasion by the unexpected arrival half way through the evening of a 33-piece band thoughtfully provided by the guests.

It was not surprising after this that the language barrier presented no obstacles. Indeed, the eleven interpreters, a little English spoken by the Russians, and later in the evening a sort of Russian spoken by the British Chiefs, together with the unique methods of communication used between sailors and pretty girls the world over, all contrived to bring the curtain down.

A dance which was equally successful was given by the Petty Officers' Mess for the U.S.S.R. Petty Officers.

## Message from Admiral Golovko Commander-in-Chief of the Soviet Baltic Fleet

"ON LEAVING the hospitable shores of England I ask you to accept the expression of my deep indebtedness for the warm welcome which has been shown to our Squadron by the British Fleet.

"Thanks to your personal co-operation the visit of our sailors in England has been very pleasant. The Naval

authorities have done everything in their power to ensure that both officers and ratings of my Squadron have become acquainted with Portsmouth and the British capital London. Allow me to thank you personally once again and through you the whole of the British Fleet. I hope that the exchange of goodwill visits will in the future take place frequently."

## PORTSMOUTH FOOTBALL MATCH

BEFORE THE largest gathering of spectators seen at Pitt Street Recreation ground since pre-war years the R.N. and Russian Squadron teams put on a splendid display of soccer tactics coupled with humour and thrills. 4,500 paid for admission.

The Russians turned out to be a superbly fit team, well trained and obviously influenced by the Dynamo's technique which was reflected in their close marking, positional play and well planned passing.

The Russians soon went into the attack and had the R.N. defence very worried; and within a few minutes of the kick-off the Russian inside left sent in a hard shot beating goalkeeper Shaw to put them one goal in the lead.

It looked at this stage that the Russian Squadron were going to dominate the game but the Navy defence soon settled down to master the cunning of the Russian attack. Having checked the Russian forward play the game moved evenly with the Squadron team perhaps the more confident.

The exploits of centre forward Hasty with goal keeper Shetitel in the early stages caused much amusement to the crowd but despite a fair charge by Hasty on Shetitel who seemed surprised, this burly Russian entered into the spirit of the encounter and other tussles.

The Russian confidence was soon

to be upset when Hasty, playing with his usual dash and enthusiasm followed up a long through pass by Coates to equalise for the Navy.

### EXCITING SECOND HALF

In the second half there were a number of exciting moments for both sides but the forwards just could not defeat their opposing goalkeepers. Shaw, the Navy keeper had plenty to do in the latter stages of the game and largely due to his fine anticipation the Russians were prevented from scoring.

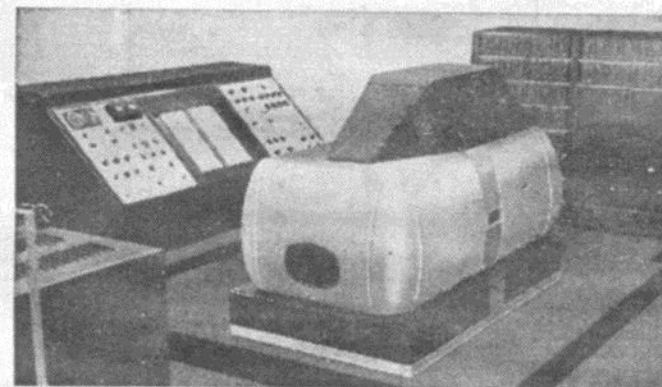
The Navy XI did well to hold this scheming and well-trained Russian side to a draw and much of the credit must go to the Navy's defence of whom Cutbush, well known in football circles, and young Valentine, the schoolboy international now on National Service, played outstandingly.

After the match the usual exchange of mementoes followed, the Russian Squadron gave embroidered silk pennants and the Navy team presented their opposite team rivals with miniature brass cannons depicting those in H.M.S. Victory.

The R.N. team was as follows:—Mne. J. Shaw, O./Sea. R. Valentine, Sig. R. Campbell, P.O. H. Cannon, N.A. R. Noble, A.A.2. D. Cutbush, Mus. G. Galvin, P.O. J. Coates, N.A. P. Hasty, R.E.A. J. North, L./Sea. S. Rawson.

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## VENUES

INFORMATION HAS been received as follows:

**Salisbury Branch** meets at The Adastral Club, Castle Street, Salisbury, on the 1st Tuesday of each month.

**Nottingham Branch** now meets at the Nottingham Orchestral Society's Social Club, Burton Buildings, Parliament Street, Nottingham. (See also Branch News).

**Herts Branch** meets on the 1st Wednesday of each month at 7.30 p.m., at the White Hart Hotel, Hertford.

## CALENDAR

### HERTS

A Social, Corn Exchange, Hertford, on Saturday, December 10, commencing at 8 p.m.

### SHERBORNE

Remembrance Day Parade, November 6.

Dance, November 11.  
For details, contact J. P. Aherne, 65a McCreery Road, Sherborne.

### DORKING

Branch Meeting at Headquarters, November 10.

Saturday Evening Special, November 19, 7.30 p.m., at Headquarters. Local R.N.A. Branches invited. Mixed Social Evening.

### HAVANT

Annual Dinner, November 5.  
Remembrance Sunday Parade, November 6.

Annual General Meeting, January 3, 1956.

### EDGWARE

Evening Trip to Battersea R.N.A. Club, November 12.

## OLD SHIPS

**H.M.S. FLYING FISH—1944-1945**

Tel. A. Parsons (alias "Vicar," "Mungy" or "Stormy"), 16a Laurel Road, Wimbledon, S.W.20.

**H.M.S. ODIN—1914-1917**

Cookey and Hookey Walker, Edgware Branch R.N.A., 77 Wolsey Grove, Edgware, Middx.

## RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During the past year over £122,752 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £24,695 to kindred organizations and Children's Homes; and £19,195 for training and finding employment.

RNBT maintains its own Children's Home in Edinburgh; a Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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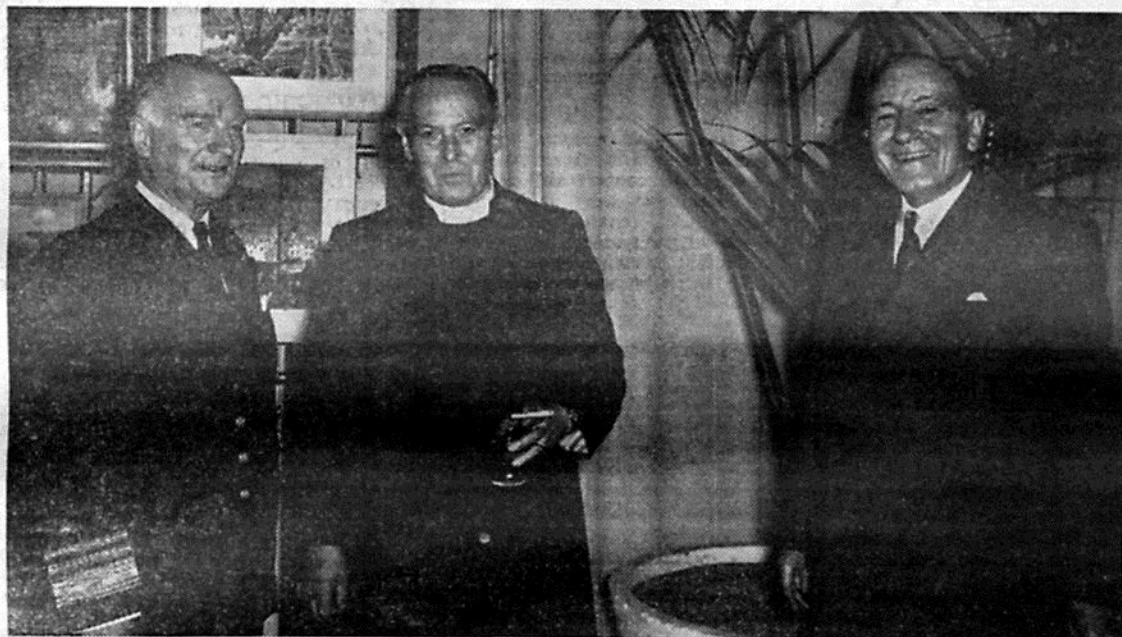
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## Reunion 1955



Surg. Vice-Admiral Sir Alexander Ingleby-Mackenzie, the Very Reverend Thomas Crick, Dean of Rochester, and Admiral of the Fleet Sir John Cunningham, President of the Royal Naval Association

### The Parade

UNDOUBTEDLY THE most important events within the Association during the past month, were the annual Parade at the Cenotaph and the evening Reunion in the Royal Festival Hall, London, on October 8.

At 2.30 p.m. contingents from more than one hundred and twenty branches formed up on Horse Guards Parade in two columns. Each column was headed by a Bluejackets Band.

The whole Parade marched through Whitehall, via Horse Guards Arch, to the Cenotaph, where a Service of Remembrance was conducted by the Honorary Chaplain of the Association, Chaplain of the Fleet, The Very Reverend Thomas Crick, Dean of Rochester.

Many Senior Officers from the Admiralty attended the Service, including Admiral the Honourable Sir Guy Russell, Second Sea Lord.

After the Association President, Admiral of the Fleet Sir John Cunningham, had placed the Association wreath on the Cenotaph, the Parade, headed by the Bands marched back to Horse Guards Parade via Storey's Gate.

As the Parade swung on to the Horse Guards the Second Sea Lord, accompanied by Members of the National Council, took a Salute.

After the March past the Parade was inspected by the Second and Fourth Sea Lords.

It was particularly gratifying to note that the attendance of the general public was, this year, greater than ever.

### The Evening Reunion

At exactly 7.15 p.m. the Memorial Silver Trumpets of Her Majesty's Royal Marines sounded a Fanfare which heralded the arrival in the Royal Festival Hall of Admiral of the Fleet Sir John Cunningham; Admiral of the Fleet Lord Fraser of North Cape; Sir Seymour Howard, Lord Mayor of London and members of the Board of Admiralty.

The Reunion fell, logically, into two sections.

The first being the performance in the Concert Hall and the second, dancing to the "Oceanaires" Dance Orchestra in the ballroom.

The first two hours in the Concert Hall were devoted to what must surely have been one of the most hilarious "Ship's Concerts" ever witnessed.

That the fun was fast and furious can well be imagined, as Charlie Chester, Fayne and Evans and Bennett and Williams had the run of the place.

As usual, the Massed Bands of Her

Majesty's Royal Marines, under the direction of Lieut.-Col. F. Vivian Dunn, were superb and their rendering of "The Flying Dutchman" was an experience, never to be forgotten.

Once again Glyn Jones, that famous Radio Producer, was in his element when conducting Community Singing. It was amusing to see Glyn Jones persuading a "packed house" to "bob up and down like this", to the tune "Sons of the Sea". Very Senior and distinguished Officers were observed to be "bobbing up and down" with as much enthusiasm and energy as they doubtless brought to bear in the days when they were attending Midshipmen's parties.

Before the stage was set for the Finale, Sir John Cunningham read a telegram from Her Majesty the Queen in which she sent her best wishes to the Association. Many other telegrams of good wishes were read by the President including one from Admiral The Earl Mountbatten of Burma and one from Admiral Sir Alexander Madden, Commander-in-Chief Plymouth.

Earl Mountbatten is, of course, the Deputy President of the Association and Sir Alexander Madden one of its Senior Vice-Presidents.

Other messages of Good Will were received from the Royal Air Forces Association; the Royal Artillery Association; the Guards Association; the Royal Signals Association and the Old Contemptibles Association.

In the course of his address, Sir John Cunningham said how pleased he was that the Naval Attachés from the United States, from Norway and from Portugal had honoured the Association with their presence.

Sir John then introduced the principal guest of the evening—Sir Seymour Howard, the Right Honourable the Lord Mayor of London.

After a short, but very amusing, speech by the Lord Mayor, both Sir John and Sir Seymour received a tremendous ovation.

At 9.30 p.m., all was set for the Finale—a finale which paid an inspiring and moving tribute to Lord Nelson.

It would be impossible adequately to describe the Finale but some idea of its brilliance may be imagined from the names of those taking part. There were the Massed Bands of Her Majesty's Royal Marines, there was the Dean of Rochester, there were one hundred and twenty Standards and Standard Bearers of the Association, there were the Memorial Silver Trumpets, there was Charles Smart at the organ, there was Cherry Lind who led the audience in singing "Rule

Britannia" and the National Anthem, and there was the quiet, competent and dignified voice of Reginald Johnson who spoke many of Lord Nelson's famous words. Then, at the close, there was the ever moving ceremony of Colours.

At the conclusion of the performance in the Concert Hall the President and National Council entertained the distinguished visitors to refreshments at a reception held in the Ceremonial Suite.

In addition to the guests already mentioned, the President and Council welcomed the Commandant General Royal Marines, Lieut.-Gen. C. R. Hardy and Mrs. Hardy; the Secretary of the Admiralty, Sir John Lang and Miss Lang; Capt. J. K. Highton, the Director of Welfare and Service Conditions, and Mrs. Highton; Capt. R. Perry, of Her Majesty's Royal Australian Navy, and Mrs. Perry; Lieut.-Cdr. H. B. Binks, General Secretary of the Royal Naval Benevolent Trust, and Mrs. Binks; John Abraham, Esq., Honorary Treasurer of the Royal Naval Benevolent Trust, and Mrs. Abraham, and the general Secretaries of the Royal Air Forces Association and the Royal Artillery Association.

At 11.30 p.m. many of these guests were observed moving amongst the dancers in the ballroom.

If the mass of correspondence, which has been received at Headquarters, is any criterion, the 1955 Reunion must surely be considered the Association's most successful and outstanding.

### New National Headquarters

As from November 1, 1955, the official Headquarters of the Association will transfer from its present address to No. 2 Lower Sloane Street, London, S.W.1.

In the next issue of this paper full details about the new Headquarters will be given.

### Message from Reunion Producer

The General Secretary who, incidentally, is the Producer of the Association's Reunions, wishes to thank, with the utmost sincerity, all those members and non-members who have so generously written to him expressing their appreciation of his production in the Royal Festival Hall on October 8, and for the arrangements made for their comfort and enjoyment.

Two letters which the General Secretary will particularly treasure came, one from Admiral of the Fleet Lord Fraser of North Cape and the other from a very aged inmate of a Naval home.

## BRANCH NEWS

### ALDERMASTON BRANCH

THE REV. Stanley Young dedicated the Branch Standard at St. Mary's Church, Aldermaston, on October 2, 1955, in the presence of representations from the Newbury, Reading, and Basingstoke branches, and the Aldermaston British Legion.

The Parade was led by the Beenham Brass Band, headed by a contingent of W.R.N.S. from H.M.S. Dauntless. The salute was taken by Admiral Brooking, C.B., D.S.O.

### NUMBER TWO AREA

MY GREETINGS this time come from a different angle, shipmates, and I trust that the privilege that we have been granted by the inclusion of our news and comments in this publication will be of great value to our Association.

It has always been my practice, as you know, to try and give some news of Area 2 to you in the late "Look-out," and I hope the good work can be carried on. This can be done, and more so with the assistance of the individual. If you have any news or any of those short stories we often tell at such places as the Annual reunion, let's have them and fill the pages we are allocated by the PORTSMOUTH NAVY NEWS.

Area 2 still tries hard, and a very good meeting was held at the new Headquarters of the Chatham Branch on October 1. More delegates were expected, but the discussions showed still the keen interest of our branches.

The proposed dinner of the North-West Kent branches will not take place owing to lack of support, and the very good idea of indoor games to get the branches meeting each other does not appear popular. Individual branches are going ahead with their own Annual Dinners. Dorking, Ashford and Maidstone are well ahead with their arrangements.

It is hoped that a concerted effort to support the Canterbury Branch in the Rally they are arranging for April, 1956, will be made, and definite decisions arrived at the next area meeting. This meeting will be the eighth Annual General Meeting and will be held at Bromley. If we ever got a 100 per cent attendance I think we would have to splice the main brace.

Any motions, or moans, let me have 'em to sort out in plenty of time. Meanwhile, again I send all good wishes to the branches of our area. Hope you enjoyed the Reunion!

Yours sincerely,

T. F. Asprey,  
Hon. Secretary, No. 2.

### FOLKESTONE BRANCH

AS THIS is our first report in PORTSMOUTH NAVY NEWS, the shipmates and ladies of the Folkestone Branch wish to extend to all ratings serving at home, afloat or abroad, their best wishes and good luck and a smooth sailing.

We were all very sorry to learn of the discontinuation of the R.N.A. journal, the "Lookout," and must now wish the Editor of the PORTSMOUTH NAVY NEWS every success.

Since our last report in the "Look-out" we have had several social functions which have been well attended and enjoyed by all.

Our last Social was on Friday, September 16, when we entertained our local shipmates from Dover. On October 21 we are entertaining the Deal Branch to a Social; also, on November 18 we hope to have the pleasure of a visit from New Romney and Lydd branches.

An open invitation is given to any R.N. rating who might be in the district on either of the latter dates and a welcome will be given them at the Guildhall Hotel, Guildhall Street, where many a pleasant evening has been spent.

We are taking a coach-load to the Reunion on Saturday, October 8, when we are looking forward to a good evening's entertainment. Then, on December 17, we shall be visiting the Ice Show, "Babes in the Wood," at Wembley.

We shall be glad to welcome any new members, either past or serving. Our meetings are held on the first Friday of each month at the Guildhall Hotel at 7.30 p.m.

Information will be gladly supplied by the General Secretary, J. W. Shields, 45 George Gurr Crescent, or the Social Chairman, E. R. Smith, 5 Bradstone Avenue, Folkestone.



# Branches of the R.N.A. No. 1

## REDRUTH AND CAMBORNE



(Photo: Gordon Harvey, Redruth)

NONE OF the traditional rivalry between these two towns is reflected at the R.N.A. Club at 1 Green Lane, Redruth. By dint of co-operation the shipmates in the far west have built up an organisation of which any town of much greater size would be proud. They have complete establishment in that they run their own club, rather naturally in these times, centred about the bar, but, in their wisdom, they have seen to the needs of those who may look for the comradeship absent in civvy life and yet who do not want to have their elbows permanently bent by the need to hold a pint mug; in other words they have provided a non-alcoholic games room along with all the other amenities. The bar itself is most charming and exciting in that the walls are almost papered with pictures of ships and ships' companies and memorable events. A spot to spend a quiet hour examining all sorts of Naval souvenirs or a less quiet hour talking—often of the Navy as is the wont of ex-sailors. But in common with all other branches of the R.N.A. the serving man will find himself almost embarrassingly the centre of the party at Redruth and Camborne.

If volunteers are required for cleaning ship the list is oversubscribed. If help is required this is as easily obtained through a properly appointed representative having direct contact with the Headquarters organisation and the other similar bodies.

A fully organised Ladies' Section, open to all wives of members, as usual proves an attraction for the

ladies and a wonderful support for the Branch.

One great advantage Redruth and Camborne and a few other branches enjoy in having their own premises is the fact that they can open seven days of the week, and not only during "opening hours" for one may use the club at other times since, with the exception of the bar, the premises are open during most of the day for the benefit of wives and others exhausted by their shopping trips, etc.

Such initiative in a branch may well illustrate to others what can be done. It is well worth mentioning an effort by this branch which deserved even more publicity than it got. During the time of the snow and threats of floods in this part of the country the R.N.A. Club was open 24 hours of the day; a Land-Rover stood by manned and ready to give help where needed and although nothing heroic was accomplished by this volunteer party there can be little doubt as to the comfort that many must have felt at seeing such gestures as these. The B.B.C. West of England programme mentioned these efforts and some welcome publicity for the R.N.A. was obtained through Radio Newsreel.

To the shipmates on the Committee of such a branch it has proved no difficulty to transfer their Club licence to a local restaurant for their recent dinner at which so many notabilities were proud to attend. Such a transfer had never been handled by the local authorities before and special guidance had to be sought.

H.M. ships and the Merchant Navy, and he assured the shipmates that the City Hall would welcome their representatives from across the Irish Sea. S/M. P. Anderson (N.C. delegate) spoke about future policy of the Association and the developments in establishing more suitable headquarters in London.

The Chairman welcomed the guests and thanked the Hon. Secretary S/M. Roberts, Hon. Treasurer, S/M. Pollock, and the Committee, for their work in organising such a successful function. "Our Association is not a one-man show, and we must be prepared to put something into the R.N.A. in order to get something out. After this 'make and mend' we must still make greater efforts to increase our numbers and make the Branch second to none."

We had hoped to welcome Commander Parker and the General Secretary, but that is a pleasure deferred.

A telegram with loyal greetings to H.M. The Queen was sent, and the reply read to the company by the Chairman.

After the toasts—H.M. The Queen, The Royal Naval Association, The Belfast Branch, and Our Guests—a very enjoyable concert followed, in which the artistes were ably(?) supported by our shipmates, who by this time were in good voice.

The Belfast Branch wishes to invite all those in H.M. ships visiting the city to avail themselves of the amenities provided at the headquarters, 55a Great Victoria Street (near the Great Northern Railway Station).

## NOTTINGHAM BRANCH No. 41

ATTENTION ALL ships—old and new! The Nottingham Branch has now changed its Headquarters to The Nottingham Orchestral Society's Social Club, Burton Buildings, Parliament Street, Nottingham. (Under Hopewell's new shop, between Corner Pin and Evening News offices.) The Branch meeting is held on the third Tuesday in each month, whilst at 7.45 p.m. every Friday, members and their ladies meet for a social evening at the Club, and all serving personnel in Nottingham are extended a cordial welcome to come amongst us, bringing their ladies with them. These evenings are really very enjoyable in good surroundings.

The Branch sent a contingent of thirty-five to the National Annual Rally and Reunion at the Royal Festival Hall, whilst some turned out for a Trafalgar Sunday Church Parade on October 16, whilst again many were present at the Naval Ball held at the Astoria Ballroom on Tuesday, October 18.

A Children's Party is to be our next function of note and further details will be promulgated.

T. W. Tonge,  
Hon. Secretary.

## ROYAL LEAMINGTON SPA BRANCH

THE LEAMINGTON Spa Branch has great sorrow in reporting the loss of a grand shipmate, a founder member and a stalwart supporter of any Branch event: Shipmate Edward Kearney, ex Sto.1. D/KX 27641. We are sure that any Old Ships of Ned's will join us in wishing him "Safe Anchorage."

## SHERBORNE BRANCH

THE SHERBORNE Branch were recently able to congratulate one of their Vice-Presidents, Commander (Retd.) F. J. Russell, on reaching his ninety-third birthday.

A dance, attended by more than 150 couples, was held at Acreman Street Drill Hall on September 30. The evening was a great success.

## HAVANT BRANCH

A PARTY from the Havant Branch attended the R.N.A. Annual Reunion on October 8, where they were told that they were runners-up in the Standard Bearers' Competition. Between the Afternoon Parade and the Reunion in the Royal Festival Hall, they went to the Union Jack Club, where a meal had been arranged.

Plans are being made for a Quarterly Church Parade, which is to take place on the second Sunday in each quarter at St. Faith's Church, Havant, except during the last quarter in each year, when it will coincide with the Remembrance Sunday Parade.

All members of the Branch are insured through the R.N.A. Accident Benefit Scheme and consider this a very fine policy.

## PORTSMOUTH BRANCH

THE BRANCH reports with deep regret the passing of Shipmate Jack Edwards, reported missing from the liner Queen Mary on a return trip from New York to Southampton. Jack has been in the past a great asset to the Association and Club with his fine singing voice. He also had the honour of appearing on the stage of the Festival Hall at the Annual Reunion. The sympathy of the Branch and all Association members who knew him, goes out to his widow, who is left with three young children.

As in former years, the Branch will parade with Standard at the Naval War Memorial on Southsea Common on Sunday, November 6—Remembrance Day—and members are requested to muster at Clarence Pier at 0925. As before, coaches will run through the three main roads through the city.

## LOWESTOFT BRANCH

THE SECOND anniversary of the unveiling of the Royal Naval Patrol Service Memorial in Belle Vue Park, Lowestoft, was marked by the laying of a wreath on behalf of the Lowestoft Branch of the Royal Naval Association.

Commander W. J. P. Mullender, M.B.E., D.S.C., R.N., the only skipper Commander in the Royal Naval Reserve, performed the simple ceremony which was attended by many members.

## EASTLEIGH BRANCH

THE SECOND annual Trafalgar Day dinner and ball organized by the Eastleigh Branch of the Royal Naval Association was held at the Town Hall, Eastleigh, on Saturday, October 22. In proposing the toast of the Royal Naval Association and the Eastleigh Branch the Vice-President of the Eastleigh Branch, Admiral of the Fleet Sir Arthur J. Power, G.C.B., C.B.E., C.V.O., said: "Anyone who does not honour the immortal memory of Lord Nelson has no right to be in the Royal Navy or ever to have served in it. 'Without a doubt,' he went on to say, 'the great victory of the Battle of Trafalgar was one of the underlying reasons the Royal Navy honoured Lord

Nelson, but Nelson loved the Navy and the Navy loved him. Not only the men who served with him, but the whole country mourned his death. While Trafalgar had been a most tremendous victory in a critical situation, the whole country was plunged into grief."

The Mayor of Eastleigh (Alderman Dr. D. P. McGrath) spoke and said: "Those who had served in the Royal Navy must feel proud of their service."

The Deputy Mayor (Alderman H. G. Goodsell), who is Chairman of the Eastleigh R.N.A. Branch, responded to the toast and said that "the secret of the Royal Naval Association was friendship." He hoped that it would long continue.

The Royal Air Forces Association was represented by Mr. A. J. Moses. Other guests were from the Winchester and Southampton Branches.

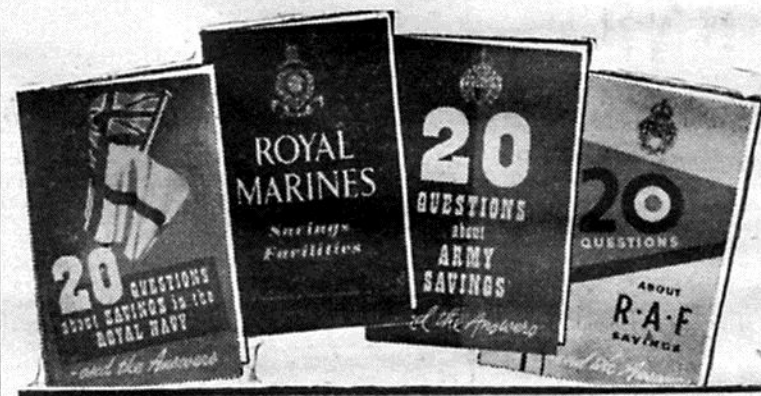
Grace was said by the branch padre (the Rev. R. Hamilton), and those present included Councillor Mrs. M. L. Goodsell, Capt. J. M. Howson, C.B.E., R.N. (a Vice-President), and Mrs. Hamilton. Calls were piped by the Vice-Chairman (Mr. R. Clarke).

(Eastleigh Weekly News.)

## SAILORS' MEMORIAL CHAPEL APPEAL FUND

The Chichester Branch desire to establish in Chichester Cathedral a memorial to Sussex men of both Royal and Merchant Navies who lost their lives at sea in the recent war and who have no known grave. The Dean and Chapter of the Cathedral have been good enough to make available for reconversion the existing Chapel of St. Michael, and it is the intention of the Branch to provide suitable furnishings and embellishments. The silver ship's bell of the last H.M.S. Sussex will be hung in the Chapel together with Red and White Ensigns. It is also the intention to move existing naval monuments into the chapel, to procure models of the first and last "Sussex" and to provide a Book of Remembrance.

Readers wishing to associate themselves with this project should forward contributions to the Hon. Treasurer, Cdr. F. J. Chambers, O.B.E., R.N., "Galleon Cottage," Ham, Sidlesham, Sussex, who will gratefully acknowledge them.



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., J.P.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start—if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,  
H.M. Forces Savings Committee,  
1 Princes Gate, London, S.W.7.

Issued by H.M. Forces Savings Committee

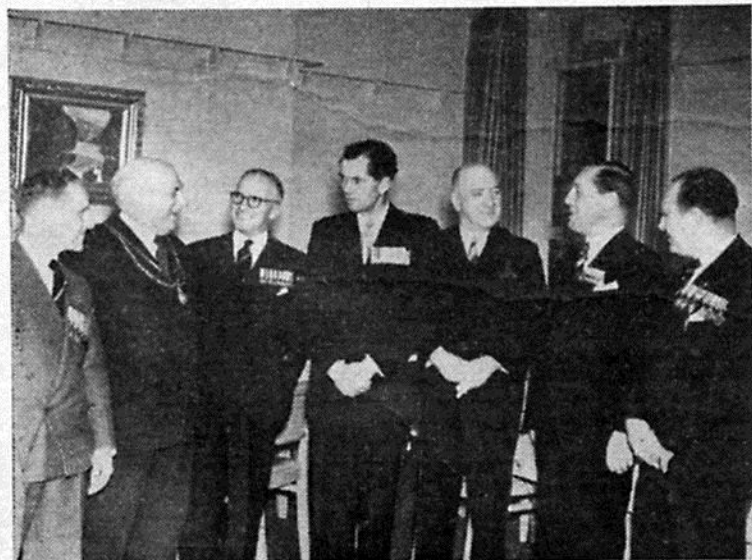
## BELFAST BRANCH

### First Annual Dinner

A COMPANY of over one hundred and fifty celebrated this happy event on September 23. The Lord Mayor of Belfast, Alderman R. J. R. Harcourt, and the Senior Naval Officer, N. Ireland, Capt. A. C. Duckworth, D.S.O., D.S.C. (who travelled from Londonderry), were guests of honour, and our other guests included Capt. E. Mill, O.B.E. (N.O.I.C. R.N. Air Base, Sydenham); Sir James Norritt, D.L., J.P. (former Lord Mayor and Hon. S/M.); representatives of the Bangor, Dublin, Newtownards and Portadown branches; other Regimental Associations in the city, and the British Legion. The R.N.V.R. was well represented by the many shipmates, and the Staff Officer, H.M.S. Caroline, Lieut.-Cdr. Benyon, D.S.C.

Capt. Duckworth assured the company that there would not be any reduction in the numbers of officers and men required to man H.M. ships, although—in order to face modern weapons—the Royal Navy, like the sister services, was being streamlined to become more efficient. He appealed to shipmates to encourage the right type of recruit for the Royal Navy.

Alderman R. J. R. Harcourt, in an entertaining speech, mentioned that his grandfather and elder brother had served in the Royal Navy, and that in his younger days he was made to realise at home that the Royal Navy was the Senior Service. He looked forward to the day when the National Council would be held in the city, whose prosperity depended so much on the sea. The Corporation and Belfast Harbour Commissioners were very proud of their associations with



(Photo: Belfast Telegraph)

Left to right: S/M. Pollock, hon. treasurer; Alderman R. J. R. Harcourt, Lord Mayor of Belfast; S/M. C. A. Maxwell, M.B.E., D.S.C., chairman; Capt. A. C. Duckworth, D.S.O., D.S.C., S.N.O.N.I.; Sir James Norritt, D.L., J.P. (former Lord Mayor); hon. S/M. Mill, Belfast Branch; Capt. E. Mill, O.B.E., Royal Naval Air Base, Sydenham; and J. H. Roberts, hon. secretary



## H.M.S. UNDAUNTED

Signal Received from Undaunted on Trafalgar Day

FOR EDITOR, NAVY NEWS. A commemoration ceremony was held on board H.M.S. Undaunted to-day in the area in which the historic Battle of Trafalgar was fought. The Commanding Officer, Lieut.-Cdr. S. G. Bloomer, R.N., read a short commemoration service to the assembled ship's company and prayers were said. At 1215, when four leagues west-north-west of Cape Trafalgar, a wreath in memory of the fallen heroes of past Naval battles was laid on the waters and one minute's silence observed.

A guard of honour then fired a salute of three volleys. Throughout the ceremony, Nelson's famous signal, "England expects, etc.", was flown from the yards.

## H.M.S. DOLPHIN

Submarine Old Comrades, Portsmouth Branch

THE PORTSMOUTH Submarine Old Comrades' Association will be holding its 25th Annual Dinner on November 5 at The Masonic Buildings, Commercial Road. Rear-Admiral R. B. Darke, C.B., D.S.O., will be the principal guest, and many senior officers, both active and retired, will be present.

The monthly meeting and socials have been extremely well attended, and there has been the welcome addition in that new faces are appearing in our midst. To the many wives who have helped to make these meetings so signally successful we should like to say "Thank You." A firm invitation is extended to all Submariners in the area to attend at the Copnor British Legion Club at 8 p.m. every fourth Monday of each month—the Association cordially invites them to bring their wives or sweethearts along. To those who read these paragraphs from interest only, the Secretary would appreciate if the information were passed to any submariner friend.

The Remembrance Service will be held in H.M.S. Dolphin, Fort Blockhouse, on Sunday, November 6.

I.C.

### The Submarine Officers' Reunion

The Submarine Officers' Reunion, held this year on Friday, October 7, at Fort Blockhouse, is unique both in its conception and in its wisdom. This latter quality, apparent in that there are no invited guests and obvious in that speeches are kept to a minimum, not only gives full opportunity for past and present submarine officers to circulate freely, but also preserves that informal atmosphere so necessary to an annual event of this kind. The main impression—it is the first Reunion your correspondent has attended—is one of remarkable and vigorous friendliness. In fact the whole spirit of the occasion was reflected in the tenor and buoyancy of the speeches, the chief of which was given by Rear-Admiral G. B. H. Fawkes, C.B., C.V.O., C.B.E., Flag Officer (Submarines).

Admiral Fawkes expressed the regret of all when it was learnt that, due to a sudden chill, Admiral of the Fleet, Sir George Creasy, was unable to attend. The presence of a First Sea Lord at a Reunion was unique and fortunate in that the present First Sea Lord had, as a midshipman, served in K6 under Lieut.-Cdr., now Admiral, Sir Geoffrey Layton, who was among the many distinguished officers present. Others mentioned included Norman Good who, since 1915, has been a firm friend of the Submarine Service, Admiral Watkins, U.S.N., who had flown the Atlantic specially to attend the Reunion, Captain Kinsella of the American 10th Submarine Squadron, and Lieut.-Cdr. Fennema of the Royal Netherlands Navy, who with two others was more fortunate than those still stormbound in their minesweeper.

Of missing faces, Admiral Archdale's death had been reported in July, and Admiral S. S. Hall, better known

as Commodore Hall, had died at Cape Town in January. Captain Bone had represented the Submarine Branch at the funeral. Prompted by Admiral Sir Charles Little, and sponsored by the Officers' Mess, a portrait of Commodore Hall at Blockhouse would now serve to commemorate all the pioneer work he had done for the Submarine Service. Admiral Fawkes then gave an account of the grievous misfortune that had befallen the Sidon, and stated that the circumstances which led up to the accident had been closely investigated. Though the loss of life had been heavy, it was a crowning mercy it was no heavier for had the accident occurred an hour later when the Sidon would have been at sea, the cause of the accident might never have been ascertained.

A brief account of the disposition and new construction was then given. Of the recent changes in command the following is a summary of Admiral Fawkes' remarks: 1st Submarine Squadron (H.M.S. Forth), Capt. Slaughter to be relieved by Capt. Van der Byl; 2nd Submarine Squadron (H.M.S. Maidstone), now commanded by Capt. H. Newton; 3rd Submarine Squadron (H.M.S. Adamant), now commanded by Capt. Jewell, who relieved Capt. Napier in August; 4th Submarine Squadron (Australia), Commander Bromage is taking over from Capt. Turner, 5th Submarine Squadron (H.M.S. Dolphin) commanded by \*Capt. E. F. Pizey, who is being relieved by Capt. Gregory; 6th Submarine Squadron (at Halifax), commanded by Cmdr. Fox. (\*Capt. Pizey to H.M.S. Theseus in December.)

Admiral Fawkes gave an extremely full account of his numerous visits to home and overseas squadrons (Malta, Australia, Canada, United States), and the various NATO exercises, among which were Bright Bonfire Nine (October-November, 1954) and Fishplay (May, 1955), in which British, American and Dutch submarines were engaged, and for which he had flown to Iceland. It was during this Summer War that submarines were allowed to take supplies of beer on patrol, Admiral Fawkes emphasised that these exercises were an invaluable part of training, and an asset towards common understanding.

Of items of local interest, Admiral Fawkes mentioned the Blockhouse Jubilee in November, 1954, the Queen Mother's visit in July, the highly successful Families' Day, which it is intended to have every year, and the Submarine Old Comrades' Reunion

in September. He also said that volumes 2 and 3 of the Submarine Official History (dealing with the Middle and Far East) have received Admiralty approval, and will be distributed next year. In his concluding remarks he stated that the potentialities of the submarine, not only as a threat to surface ships but as the most effective anti-submarine vessel, were becoming increasingly patent both in this country and in the United States. Armed with a guided missile or rocket projectile, the submarine will soon be the economic alternative to the carrier. Whether it was a sign of the times or not he could not say, but the Admiralty had recently approved the conversion of a carrier to a Submarine Depot Ship. In turning over the Submarine Command at the end of the year to Rear-Admiral Woods, who has recently been Chief of Staff to the present Sea Lord, Admiral Fawkes said that submarine shares would be higher than they have ever been.

### Admiral Watkins Replies

Admiral Watkins, U.S.N., of the Submarine Force Atlantic Fleet, who followed, thanked Admiral Fawkes for the untraditional opportunity of speaking at the Reunion, to which he had looked forward for many weeks. He regretted that he could not bring the greetings from a similar body in America for it was a sad fact that no such body existed. From what he had seen at Blockhouse—the fellowship and fine feeling—the benefits which accrue by bringing the old submariners back to talk to those still serving, were such that when he returned to New London he was going to do something about it. To illustrate his remarks about the close co-operation of the NATO community he told the following story.

The Long Island Sound has been used as the training ground for American submarines for many years, and had seen so many training dives that even the fish have long become acclimatised. Not so long back a mother sardine, accompanied by her brood of off-spring, was suddenly approached by one of the youngsters who was much frightened and considerably alarmed:

"Mother, a big fish has been chasing me."

"What did it look like, son?"

"It was big, black, and had numbers painted on its side."

"Well, son, don't let that frighten you—that was not a fish—that was just a tin of friendly people."

The NATO community is just a tin of friendly people, and none should permit the lid to come loose, nor should they allow leaks to come into it since that might spoil the contents of the tin.

Admiral, the Earl of Mountbatten of Burma, having thanked Admiral Watkins for flying over to the Reunion and for his speech, concluded by paying Admiral Fawkes the following tribute: "I would like to do something that Flag Officer (Submarines) could not do for himself, and it is to tell you that I have started the custom that when a Captain or Flag Officer comes to the end of his term of service I always ask him to come and see me so I may thank him personally on behalf of the rest of the Service for what he

has done. I would like now to thank Admiral Fawkes for the tremendous contribution he has made throughout the Service by his long and distinguished career and particularly to the Submarine Branch. **THANK YOU VERY MUCH.**"

H.M.

### "London" Bulletin

The Association meets on the first Wednesday of each month at the "Surrey Tavern," Kennington Oval (near Tube station) at 8 p.m. Any Submariner who cares to visit is cordially invited to do so.

At the Reunion organised by Flag Officer, Submarines at H.M.S. Dolphin, on September 17, 120 London members were present. It was indeed an occasion to remember. The London "Efficiency Trophy" was presented by the President, Mr. G. A. A. Scott, to H.M. S/M. Amphion (Lieut.-Cdr. M. P. W. Lurcott, R.N.).

At the Representatives' meeting held in Blockhouse Fort, at which the London chairman, Mr. H. H. Rose, presided, it was agreed to go ahead with the suggested "National Association." A committee was formed to set up a constitution agreeable to those Associations that wished to participate. The committee stated that a meeting would be held at the earliest opportunity and that interested Associations would be given full details.

The Standard of the London Branch of the Association of Wrens was Dedicated on October 11 at the Church of Holy Trinity, Sloane Street, S.W.1. The Association's Standard, escort and representatives consisting of the chairman, secretary/treasurer, vice-chairman and committee were present for this impressive and moving service. Refreshments followed at the Service Women's Club, Lower Sloane Street, S.W.1.

The Building Committee is making sound progress in its efforts to increase the Building Fund; the "Jumble Sale" organised for October 29, at the Christchurch (Oxford) United Club, Oval (opposite the "Surrey Tavern") will be opened by Freddie Mills.

The London Annual Reunion Dinner will be held on Saturday, November 12, at the "Surrey Tavern," Kennington Oval (time, 6.30 p.m.). Principal guests will be Rear-Admiral G. B. H. Fawkes, C.B., C.V.O., C.B.E. (Flag Officer, Submarines), Sir John G. Lang, G.C.B., K.B.E., C.B. (Permanent Secretary to the Admiralty) and Vice-Admiral Sir Sidney M. Raw, K.B.E., C.B., C.B.E.

The Annual Memorial Service will take place on Sunday, November 13, at the "Submarine Memorial," Thames Embankment, at 10.30 a.m. In the event of rain the service will be held on board H.M.S. President, The Rev. C. H. Benson, M.A., Hon. Chaplain to the Association, will conduct the service.

P. Elliott, Hon. Sec./Treasurer.

## H.M.S. MAJESTIC

THE LIGHT fleet carrier Majestic, building at Vickers-Armstrongs yard at Barrow-in-Furness, was renamed Her Majesty's Australian ship Melbourne at a ceremony on Friday, October 28, 1955.

The renaming of the ship, which around the perimeter track. Four Sea

was launched ten years ago, was carried out by Lady White, wife of the High Commissioner for Australia (Sir Thomas White, K.B.E., D.F.C., V.D.).

Under the command of Captain G. C. O. Gatacre, D.S.O., D.S.C. and Bar, R.A.N., the Melbourne has a ship's company of 109 officers and 1,120 ratings, almost entirely Australian. These figures include the personnel of the two air squadrons—808 and 817 Squadrons, equipped with Sea Venom all-weather fighters and Gannet anti-submarine aircraft, respectively.

H.M.A.S. Melbourne will remain in United Kingdom waters to work up before sailing for Australia early in March of next year. She is the third ship to bear her name, the first—a light cruiser—operating as a unit of the Australian Squadron in World War I, and the second—a trawler.

## H.M.S. OSPREY

THE WINTER season of sport is now in full swing, but the sailing enthusiasts have only recently finished their very full and successful season. On September 24, Osprey lost a close match against Theseus by 62 points to 49. We obtained first place (Lieut. D. W. Brown) and third place (P.O. Drake), but two of our boats had to retire. Lieut. Brown also came in second in the final Portland N.S.A. race of the season out of eleven starters.

H.M.S. Osprey was open to families and friends of all ratings serving in the Establishment on "Visitors' Day," which was held on September 30. The guests were able to see the lecture rooms, dormitories, the galley and cafeteria, and some of the Asdic equipment and training aids. Tea was provided for the guests of Chief and Petty Officers in the respective messes and for those of other ratings in our A/S memorial room.

On October 12, Vice-Admiral Jacobsen, Commander-in-Chief of the Royal Norwegian Navy, paid a visit to Osprey and was received with a guard of twenty-four ratings. He visited the Tactical Training Unit and East Wear Camp and had tea in the wardroom before departing.

General drill was exercised on Friday, October 14, when five teams led by Lieutenant-Commanders carried out many varied tasks in keen competition. Among these was an assault course reminiscent of commando training, one of the obstacles being a "river" which had to be crossed on a single rope line. Other tests included providing a shooting party at the range, rigging a jacksay, a road block, five exercises, a signal exercise, and sundry smaller and more light-hearted ones. The overall results were very close, there being only fourteen per cent difference between the first and last teams.

### Sport

#### Hockey

The season has started off well with two full trials, and some new talent has been discovered, which with players remaining from last year, should enable us to build a reasonable team for the Navy Cup. In friendly matches we have lost 2-3 to the 2nd T.S., lost 3-4 to Weymouth 2nd XI in a Saturday match when some of our best players were playing for U.S. Portland; and won 4-1 against Theseus (who claimed however, that it was not their strongest available side). U.S. Portland are having a good season, having won all their matches so far. They are not having to rely so heavily on Osprey as in the last two seasons.

#### Soccer

So far there has not been much success by the soccer team, who lost in the first round of the Navy Cup to the Sick Berth Staff, Haslar, by 3-0. They have yet to obtain a victory in the South West Services Mid-Week League or in the Chain Cup (Portland Naval) League. The interport is however going with a swing and providing some exciting and enjoyable games.

#### Rugby

The rugby secretary has refused to divulge his results. We wish him better luck for the remainder of the season.

At the time of writing we are getting a deluge and are hoping that there will be no repetition of the serious flooding which occurred here in July. In any case, it seems pretty certain that there will be no games possible for quite a long time.

## H.M.S. PEREGRINE

DURING THE last few months we have had several interesting events, the main one being our Air Day held on Saturday, July 23, when about twelve thousand spectators gathered

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Hawks of 806 Sqd. were very impressive with their formation flying and aerobatics. Due to the haze the spectators could not fully appreciate the flying, as the Hawks climbed to ten thousand feet and broke off in four different directions. The highlight of the display came with the appearance of the Seamew and Midge aircraft, the former demonstrated the remarkable short take-off run for which it is designed. The Midge could not land at Ford but everyone was impressed by the performance it gave in the air. The children were supplied with plenty of amusements, from swings and slides in the fair-ground to a ride around the station in a miniature train. The Royal Marine Band completed a perfect day by Beating the Retreat on the perimeter track, a ceremony which attracted as many people as the flying had done.

Although Exercise "Beware" was primarily a R.A.F. affair, Ford supplied Sea Hawks of 811 Sqd. to intercept high level attacks from the Continent, and as a matter of interest, 811 Sqd. had more successes than any other R.A.F. squadron.

Sunday, October 8, marked the annual competition for the Kemsley Air Trophy, which was held at Ford this year. The trophy is a silver vase presented by Viscount Kemsley in 1953. The competition is held between the five R.N.V.R. Air Divisions: Scottish, Northern, Midland, Southern and Channel Air Divisions. The competitors are judged by their flying and maintenance ability. Aircrews are given navigational problems in the air over the R/T. and also servicing problems on their aircraft on the ground. All the divisions entered Firefly aircraft except the Southern, which entered Sea Furies.

## H.M.S. BULWARK

### First Anniversary

ON OCTOBER 29, 1955, H.M.S. Bulwark completed one year as Trials and Training Carrier. Much has been written about this "star" of Radio and TV; the *Radio Times* has spotlighted her and some of the original members of the ship's company can remember when the *Scottish Daily Express* gave an account of what life was like onboard. Those were, however, the darker days of January, 1955, when Invergordon looked more like Switzerland, and most people have forgotten them!

Since that time, Bulwark has earned the reputation of being the cleanest carrier in the Navy, and I think it is true to say that there have been fewer fatal accidents on board than on any other modern operational carrier. As trials and training carrier, when so much new equipment and methods are constantly being tried, this is a fine achievement and reflects much credit on the air department.

In this first anniversary review, here are just a few high-lights which perhaps will be of more interest than the usual data given, i.e., length, where and when built, who launched by, tonnage and a description of all modern inventions and conveniences on board.

### Thousands of Visitors

First of all, Bulwark can boast of absolutely thousands of visitors. In every port where the ship has been open to visitors, local boatmen have fared extremely well. Whilst in Portsmouth, the ship is continually visited by Cadets, Sea Scouts, and representatives of various Aeronautical Societies, and we maintain that we have our fair share of Reservists! Who are the best-known people we have had on board? At Oslo, when Admiral of the Fleet Sir John Cunningham was with us, the Crown Prince of Norway came on board and shortly afterwards during our stay at Stockholm we were honoured by a visit from King Gustav VI of Sweden, who took a tremendous interest in his inspection of the ship. Richard Dimbleby of 20 Questions, Down Your Way, Coronation and Election fame was on board for a few days when Bulwark took part in the TV programme "No Ordinary Ship." Even more recently, six Members of Parliament were embarked at Portsmouth and stayed on board until we reached Invergordon. It was no exception therefore, to sit next to the M.P. for Battersea whilst you ate your dinner, and to be asked what you thought of the Navy!

The most exciting, or should I say tense, moment of the commission so far, was during the night of May 18, when the ship was night flying in the Torbay area. A Sea Venom (with a crew of two) went over the bows and was passed over by the ship. The pilot and observer fortunately were able to delay their return to the surface until the ship was clear of them. The following night over the S.R.E., Lieut. Carter (the observer) recalled

having heard the screws as the ship went over him. They were both rescued however by H.M.S. Chaplet, acting as plane-guard, and everyone was truly thankful for the escape.

What of the future? During November we pay a short visit to Cherbourg and in early December go into dry-dock in Portsmouth, which will please the many "natives" onboard.

During our first twelve months, there have been approximately 500 changes in the Ship's Company which represents nearly a 50 per cent change. At that rate, by the end of the two year commission, there will be hardly any of the original crew left! The rapid changes in a Home Sea ship hinder the forming of really good sporting sides and coupled with the fact that we do a great deal of sea time (loud "hear, hears" from the natives), it is not surprising that more has not been heard of Bulwark in the sporting field. However, our soccer team have so far only suffered two defeats (by Frigg F.C. Oslo and H.M.S. Vigo) out of ten matches played.

H.M.S. Bulwark has, however, during the past summer, received a good deal of praise from numerous sources, and in this period when the Services come under heavy fire from certain portions of the Press, it is refreshing to read of compliments being paid, and we feel that in that respect Bulwark has played a full part.

M. W. E.

## In Memoriam

C. Hutchinson, A/L Tel. P/SSX 843638, Agincourt. Died October 10, 1955.

A. Grist, O.A.3, P/MX 833440, Ceylon. Died October 11, 1955.

R. L. Riddett, M(E)1, P/SKX 883828, Ceylon. Died October 12, 1955.

## H.M.S. SUSSEX

### Sussex Division R.N.V.R.

THE SUSSEX Division of the Royal Navy Volunteer Reserve was formed in 1903 and has been in continuous existence since then. It has its headquarters at Kingsway, Hove, and an outlying Battery at Newhaven. The Hove Battery dates from the first World War and consists mainly of buildings of a temporary character, but a new specially planned headquarters is shortly to be started on a site at Aldrington Basin, Shoreham, where the Division's sea-tenders, a new coastal minesweeper, H.M.S. Curzon and a seaward defence boat, H.M.S. Greatford, will lie alongside the establishment together with the Divisions' power boats and whalers.

Up till 1939 all members of the R.N.V.R. were true volunteers who gave up some of their spare time in the evenings and at week-ends, as well as fourteen days annually for training with the fleet, to some form of naval training. When the Division was reformed in 1946 a number of pre-war members rejoined, but this core of volunteers is decreasing in numbers and the future volunteers must come from the ex-National Service men on completion of their compulsory full and part-time service. Since 1949 the Division has devoted much of its resources to recruiting and training the young pre-National Service men who, after completing one year's R.N.V.R. obligations, are guaranteed their National Service in the Royal Navy. We depend on them to return to the Division as volunteers after their National Service.

### Training

Training in the Division is carried out in the T.A.S., Gunnery, Electrical, Engine Room, Communications, Supply and Secretariat and Seaward Defence Branches, as well as in mine-sweeping. Practical training takes place in the sea-tenders during week-ends and on several 15-day cruises carried out in the summer months. There are at present seventy officers and 340 ratings in the Division as well as a keen women's R.N.V.R. contingent of fourteen officers and ninety ratings. The Division also affords accommodation and training facilities both at Hove and Newhaven to the Mine-watchers, and also to the Hove and Newhaven Units of the Sea Cadet Corps.

This year the Division had its annual inspection by the Admiral Commanding Reserves in May and has taken a full part in other R.N.V.R. activities such as Bisley, Sailing Regatta at Portland, inter-Divisional whaler pulling, Boxing, Swimming, as well as holding social events of its own. H.M.S. Curzon has carried out three cruises and H.M.S. Greatford one. On those occasions they were manned entirely by members of the

Reserve. Five Sea Cadets from local units and schools also took part in these cruises.

We hope in future contributions to give more details of some of our activities as well as some of our problems.

## H.M.S. FLEETWOOD

THE VOICE of Fleetwood has not been heard in this paper for three months but it does not mean that all on board are dead or dying, although for four days last week (October 4-7) some of us wished we were. However, first things first.

After a minor refit, which was extended because the "worms" got at our shafts, we sailed for northern waters on trials on September 27. One hour after we sailed six competitions commenced. These consisted of a beard growing competition for which there were seventy-four entries, followed by darts (single and doubles), "uckers", chess, crib, and, believe it or not, a crooning competition.

The trip to our stamping ground was marred only by an eye injury to our young S.A. but we are happy to report that the last signal we had stated that he was progressing favourably.

Then the trials commenced, as did the weather. For five days we steamed backwards and forwards across the North Sea and for four of those days we had a complete cycle of gales blowing first from the north, then from the west and finally from the east. Food became a secondary consideration and even the ice cream sales dropped to rock bottom as members of the ship's company beat their breasts and rent their hair in anguish. As usual the poor Quartermasters "carried the can" but theirs was a job that no one wanted at that particular time and they did very well.

The following week-end, October 1 and 2, we arrived at Stavanger, Norway, and I hope that there are no Norwegian readers of this paper because as a run ashore it was a dead loss. Never in the history of the Royal Navy has there been such a sober ship's company. The ship's football team had a success in beating the Norwegian Naval Base by three goals to two.

Another few days battle between the heaving sea and our 900 ton "home" and we found ourselves back at Stavanger. With pockets full of money. I must add here that even the ship's drunk took one look at the countryside and marched to the canteen and bought himself a pint of milk. One or two managed to "strangle" the local inhabitants and deplete their stock of spirits whilst about four morons managed to come back bleary-eyed but we strongly suspect they found an illegal still.

### Games Competitions

Regarding the respective competitions. The beard competition is well under way and most already have begun to look slightly respectable. (Last week it looked like a boatload of tramps.) The other contests are approaching the semi-finals. We had 84 entries for the darts, 54 for "uckers," 26 for chess and 20 for crib. We also have our own radio programme sponsored by the makers of Cow Juice, the milk with the cuddly cream, and Foo Foo, the Passionate Powder. This programme covers our crooning contest, which, like the other contests, will not reach the Final until after this has gone to press. I must also add that our Cycling Club did a hundred and twenty mile mountain trip, which, owing to the awful roads and hair-raising inclines, took eleven hours. And so from the

## RUGBY QUIZ

### ANSWERS TO QUESTIONS ON PAGE 16

1. (a) Minimum 10, (b) Maximum 14.
2. Only if, being off-side, he takes part in play in one of the ways specified in Law 18 (1).
3. 14.
4. No. See Law 2.
5. Yes. The referee is bound to penalise the "loiterers."
6. No.
7. Throw in. The law regarding "altering his decision" does not apply. But the referee has the right to overrule the Touch Judge's decision if he thinks the ball or the player carrying it had not been in touch.
8. On or behind the 25 yards line. It is not necessary to drop-out from the centre of the 25 yards line.
9. Ball must be put in again.
10. Yes—except in a scrummage or after a tackle.

J. E. H.



H.M. Ships Sefton, Essington, Badminton, Rodington, Dufton and Hickleton seen at sea off Malta

bosom of the North Sea we bid you a sailor's farewell and soon hope to be blowing four short blasts at the Gosport Ferry.

"Count So-Vile."

## R.N. BARRACKS

### The Russian Visit

FOR THE first time for many of us the Russian has become an identifiable being instead of just a name.

On two of the days that the Russian Squadron was visiting Portsmouth parties of Russian ratings had a look at the Barracks—and the Barracks had a look at the Russians. The most noticeable things about our visitors were their smart appearance and bearing and their efforts to be friendly in spite of language difficulties. In the main the Russian groups were composed of young cadets who were obviously keenly interested in all they saw and heard. Most of the conversations were in mime but, nevertheless, in this, the way of sailors the world over, progress was made!

The two things which most took their attention were the television—

which many had never seen before—and the Billiards Room. From the way in which they enjoyed this latter they would have needed little encouragement to have spent the rest of the time happily playing billiards. Many names and addresses were exchanged and promises made to write. All expressed the hope that they would be back again soon.

### Social Activities

Barracks social activities this month have inevitably been centred around the Ship's company Halloween Ball. Pumpkins, masks, streamers, witch effigies and the traditional carnivalia all look like making this a great occasion, especially as the C-in-C. is coming. This is the first time he has attended a ship's company dance. He has agreed to do so because "Victory" is his flag ship.

### The Laundry

The future of the Laundry is at the moment uncertain. Admiralty is considering an alternative site when the present building is pulled down in the course of Barracks modernisation. The hand of Welfare is not strengthened

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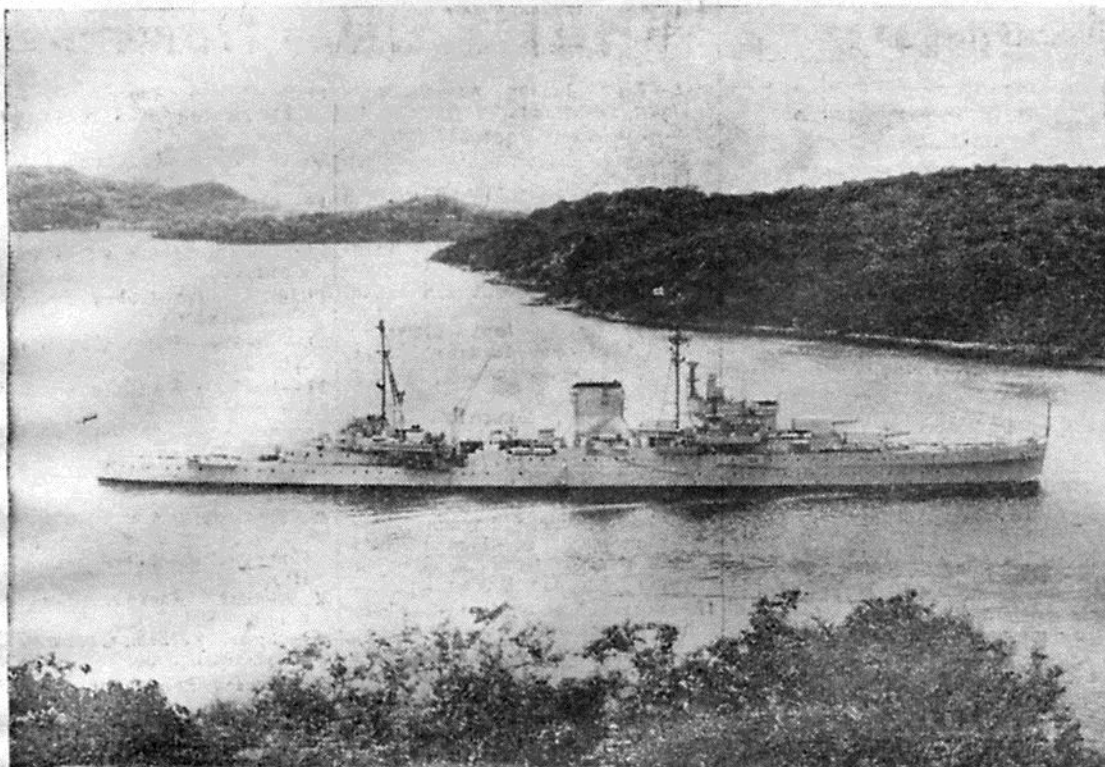


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The Indian cruiser Delhi (formerly H.M.S. Achilles of River Plate fame) entering Trincomalee harbour

by the fact that all too few people make use of its excellent service. Likewise, the dry-cleaning plant, though not actively threatened with extinction is not in a particularly prosperous situation.

### H.M.S. MERCURY

AFTER A magnificent Summer, the frosty morning fire-lighting routine has now been started, with the Barrack-master worrying more and more where his next ton of coal is coming from. To counteract the cold, all games are played with great gusto and as much skill as the Drafting Commander will leave behind.

There was much activity in preparation to mark the one hundred and fiftieth Anniversary of Trafalgar. Nelson's famous signal, as on previous anniversaries, flew from the mast in front of the Main House. A large "eve of Trafalgar" Dinner took place in the Wardroom with many distinguished Guests including: The Right Honourable The Lord Mayor of Portsmouth; The Right Rev. The Lord Bishop of Portsmouth; Admiral of the Fleet Sir Arthur John Power; Admiral Sir Stuart Bonham-Carter, and Admiral Sir Ralph Edwards.

Many were called to various parts of the country to assist in the large N.A.T.O. "paper" exercise "Lifeline," which lasted for fourteen fairly hectic days.

Apart from putting on a play for the Senior Officers Technical Course (strictly Service), Mercury Productions have been fairly quiet, awaiting their time (December 5 and 6) for a Pantomime "based" on the story of Robin

Hood, Tombola and Dances, run by Chief G. I. Carse and Billy Bennet's Club Quintet respectively, have been the mainstay of Entertainments, together with the usual Films and TV.

### H.M.S. EXCELLENT

THE 150th Anniversary of Trafalgar brings to mind the fact that this year is also the 125th Anniversary of H.M.S. Excellent, for it was in 1830 that a Naval Gunnery School was first established in Portsmouth. This need arose through the war with the United States, when it became apparent that a high standard of Gunnery in the Fleet was vital. Consequently a Gunnery School was set up in H.M.S. Queen Charlotte, 104 Guns, later to be renamed "Excellent".

It was at this time also that gun sights were being introduced and I mention this, because you probably wonder why we Gunnery chaps always say that Gunnery is an exact science. However I must not bore you with ancient history and we do not consider it necessary to advertise the fact that we have advanced with the times; nevertheless it is worth mentioning that in 1842 Gunners were allowed to count service in the Gunnery School as Sea Time. This is of course no longer the case.

We are, as usual, busy on the Island and October sets a new record in Gunnery training. In addition we have been training the Street Lining Platoons who will line the route in London for the State Visit of the President of Portugal. We have also had a fair slice of Russian entertainment.

On the sporting side, the Island is now in the semi-finals of the Navy Cup and we look forward to our tussle with Haslar. Our selectors were well pleased with the showing in our Island Marathon and we should be well up in cross-country events. In boxing and in basket-ball we have a lively interest and in the 22 and 303 leagues we are holding our own.

This month two of the Island's most loyal supporters have taken their leave. C.P.O. Barnes to civilian life, as Chief Waterman to Eton College, and "Mack", one of the staunchest Wardroom Pensioners, to retirement. Although it has not been our practice to bid farewell to departing members in this column, yet, to these two, I feel we should make a special exception and thank them for their loyal support.

"Gaiters."

### H.M.S. FLAMINGO

AT THE invitation of the British community in Basra, H.M.S. Flamingo laid up a White Ensign in St. Peter's Anglican Church, Ashar, Basra, to mark the last visit of the Persian Gulf Bird Class frigates Wild Goose, Wren and Flamingo. One of these three ships has visited Basra every six weeks since 1946. Wild Goose and Wren have already been replaced by ships on general service commissions, and Flamingo is due to leave the Persian Gulf for the United Kingdom in November this year.

### H.M.S. VERNON

ON SUNDAY, October 2, our Harvest Festival Service was held in the cinema. This was very tastefully decorated for the occasion; it was a revelation to see that we have so many amateur gardeners in Vernon and the produce they brought in was of very fine quality.

#### Soccer

Our soccer team started the season with five members of our last season's Charity Cup winning team. Our last game was a convincing win of 5 goals to one against the Reserve Fleet and the team showed signs of settling down into a workmanlike unit. Unfortunately, our captain, Inst. Lieut. "Gerry" Tordoff, who was injured quite early in the season, leaves the navy shortly after Christmas and P.C. Weller shortly goes on draft. This will leave us with a rather difficult selection problem. Any hopes we had of winning the Navy Cup were dashed to the ground by H.M.S. Mercury.

#### Rugby

Our rugby team is so far, unbeaten in the league; we have a really good team which is ably led by Inst. Lieut. Walker and I have it on the authority of Inst. Lieut.-Cdr. D. J. Farr, the old Navy and Welsh hooker, that Midshipman Trickey is a very bright prospect for the future as full back.

#### Hockey

We also have a very enthusiastic hockey team, that popular evergreen, our sports officer, Lieut. Barney Kavanagh, still performs in goal with all his old skill and agility. It is hard to believe that this will be his last season in navy hockey; he takes his pension next year.

#### Sailing

The sailing season is over; but at the end of the season, we are holders of the Monarch Bowl (Windfall Trophy), Aurora Cup (Whaler Team Trophy) and Arnold Cup (Whaler and Dinghy "Outside the Harbour" Trophy) and were runners-up for the Bedford Cup (Individual Whalers—C.P.O. Coles), Yarmouth Cup (Dinghy aggregate) and Howard Davis Cup (Whalers—C.P.O. Coles).

#### Talks to Patients

On the afternoon of October 19, Inst. Lieut.-Cdr. J. H. Blakeley travelled out to Liphook to give a talk on rates and taxes to the patients of King George V Convalescent Home and answered a good crop of questions. These talks, which are given each month by officers from the Portsmouth Command are very greatly appreciated.

Last week we suffered two very sudden losses. L./Sea. T. M. Godden, died whilst under diving instruction and Nurse Tolley who has worked in our Sick Bay for the last five years and attended to our Wren personnel died after a very sudden and brief illness. To their relatives may we extend our heartfelt sympathy.

### SAILING

THE SAILING members of H.M.S. Victory enjoyed a wonderful season's sailing and managed to collect eight cups.

As always that staunch and clever whaler helmsman, C.P.O. Arnold, was up in the front and showing the young 'uns how to do it. Brian Rowsell, a young National Service man and potential Olympic helmsman, had a wonderful season and was a tower of strength. Good luck to him in his new appointment in next year's trials, and let us hope that he will sail for England in the Olympics.

Sadly R.N.B. said good-bye in the middle of the season to two officers who had done so much for sailing, namely, Capt. McGeoch on his promotion, and Lieut.-Cdr. Sampson on his re-appointment.

Prizes collected by H.M.S. Victory were:

Commander-in-Chief's Cup, Howard Davis Trophy, Sussex Cup, Bedford Cup, Torch Trophy, Yarmouth Trophy, Bevan's Tankard, and English Rose Bowl.

A.T.E.

### P.T. SCHOOL

#### September—October

REHEARSALS FOR our display at the El Alamein re-union have continued apace. By the time this article is in print and on your breakfast table, the re-union will be several weeks past, so no harm can be done in revealing a few of the secrets! The Naval contribution was a vast "Crossing the Line" ceremony, the victims for which were supplied by the P.T. School. Instead of the traditional ducking in a tank of water, the victims were upset from the barber's chair directly on to a trampoline, suitably disguised as a water tank. As they landed, individually and in pairs, so the victims gave a short and lively demonstration of what can be achieved on this apparatus. The actual performance undoubtedly provoked as much amusement as the rehearsals, and there is no doubt of the success of this new slant to an old theme! The bears and policemen provided the laughs with their agility and tumbling efforts and completed our picture, which was but a small part of the Naval contribution.

The performers from the P.T. School in this act were Capt. M. A. Robinson, R.M., of the staff, who gave the main commentary for the whole act, the Officers' Long P.T. Course, the majority of the Staff Instructors, and the P.T. 1st Class course.

#### Further Displays

P.O. Taylor and Sgt. Cooper, R.M., of this School, will be giving a judo demonstration at the British Legion Festival of Remembrance in the Connaught Drill Hall, on November 8. Lieut. H. A. Winckles, R.N., of the staff, will be giving the commentary for this display.

The Royal Tournament programme for 1956 has now been tentatively fixed. The Naval items will be—

Field Gun Competition, and Drill Display by the King's Squad, Royal Marines.

and a new item which is being sponsored by H.M.S. Vernon, of a night convoy action. In the event of this new "night convoy action" running into difficulties during the "mock up" and rehearsals, the P.T. School will be standing by to put on the Window Ladder Display, as an alternative, at the last moment.

The last Qualifiers' Course left in fine fettle and the staff suffered.

BRICKWOODS GLOSSARY OF NAVAL TERMS :  
No. 4

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Further details are set out in the free booklet "Careers in Atomic Energy" which can be obtained from the address below, or from the Resettlement Officer, Royal Naval Barracks, Portsmouth.

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Apply in writing, stating age, qualifications and experience, to the Personnel Manager, The General Electric Co. Ltd., Brown's Lane, Allesley, Coventry, (Ref RG)

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## CARAVANS

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# WHAT'S ON — November

- 1-2.—R.N. Boxing Association's Finals, Portsmouth.
- 2.—Association Football—Division Finals—Navy Cup Competition. Portsmouth.
- 2.—Association Football—England v. Ireland. Wembley.
- 4.—Visit of First Lord to Portsmouth to open Officers' Married Quarters.
- 5.—Portsmouth S.O.C.A. 25th annual dinner.
- 5.—R.N. v. Oxford University Squash Rackets, Magdalen College, Dolphin.
- 6.—R.N. v. Squirrels. Squash Rackets, Oxford.
- 9.—Association Football—Royal Navy v. Cambridge University. Cambridge.
- 9.—Boxing. Wales v. England. Wales.
- 9.—Ludwig Koch—Famous bird-song records. Northern Grammar School, 7.30 p.m. 800 seats.
- 11.—Boxing. R.N. v. Southern Counties. Portsmouth.
- 12.—London S.O.C.A. Annual Dinner.
- 12.—Royal Navy v. Cambridge University. Squash Rackets. Portugal Place, Cambridge.
- 12.—Football League—Division One—Portsmouth v. Preston North End. Home.
- 12-13.—Fencing. Junior Sabre Championships. (Ridley Martin Cup).
- 13.—London S.O.C.A. Submarine Memorial Service, Thames Embankment.
- 13.—Hockey—Plymouth v. Devon Dimplings. Plymouth.
- 13.—Squash Rackets, Royal Navy v. Ganders. Portugal Place, Cambridge.
- 13.—King's Theatre, Southsea, 3 p.m. Concert, (with Phyllis Sallick). Music of Borodin, Liszt, Moussorgsky and Tchaikovsky.
- 14-21.—Squash Rackets. Professional Championships of U.K. Lansdowne Club.
- 16.—Rugby Football. Royal Navy v. Devon. Devonport.
- 18.—Squash Rackets, Royal Navy v. Kent. R.N. College, Greenwich.
- 19.—Hockey. Nore v. Portsmouth. Chatham.
- 19-20.—Fencing. Ladies' Junior Foil Championship.
- 20.—Hockey. Nore v. Cdr. Jamieson's XI. Chatham.
- 23.—Hockey. Portsmouth v. R.M. Corps, Portsmouth.
- 23.—Association Football, Scotland v. Yugoslavia.
- 23.—Association Football. Wales v. Austria.
- 25.—Boxing A.B.A. v. Ireland. Dublin.
- 25.—Squash Rackets, Royal Navy v. Combined Hospitals. St. George's Hospital.
- 25.—Squash Rackets. England v. Belgium. R.A.C.
- 25.—Squash Rackets. Oxford v. Cambridge. Bath Club.
- 26.—Hockey. Portsmouth v. Air Arm. Portsmouth.
- 26-28.—Ladies' Junior Foil Championship. (Baptists Bartrand Cup).
- 26.—Football League—Division One—Portsmouth v. Luton Town. Home.
- 27.—Hockey. Portsmouth and Air Arm v. Royal Artillery. Portsmouth.
- 27.—Kings Theatre, 3 p.m. Concert, (Segovia). Music of Rossini, Berlioz, Mendelssohn and Tedesco.
- 28.—Squash Rackets. Combined Services v. Oxford and Cambridge. U.S. Club, Pall Mall.
- 29.—Boxing. London v. Berlin. London.
- 30.—Association Football. England v. Spain. Wembley.

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more at their hands on 'Passing Out' day than at any others for a long, long time! One of these qualifiers, who was unfortunate enough to have a birthday whilst on course and foolish enough to publish the fact, was discovered by high authority; securely bound and gagged, and sitting in the visitor's chair in his office! On passing-out, the Course received an initiation at the hands of the staff who later discovered that their transport, ranging from very second hand cars down

to bicycles, had taken on an albino hue, liberally covered with whitewash. To allay any illusions that Courses at this School are all skylark, let it be added that these "Pranks" occur during the Dog Watches ONLY!

Another Requalifiers' course of ten started at the end of November, by which time our numbers will be on the increase again.

At the end of the summer, our evening courses were commenced at the School in accordance with the policy

of the First Sea Lord. These courses are entirely voluntary and are for all naval personnel in the Command. The first two courses aroused great interest and numbers attending have been gradually increased. Naval and W.R.N.S. personnel are working together with an award of the Royal Life Saving Society as the ultimate aim.

## Results

Sports results at the beginning of this winter season are favourable. Hockey XI has won one game and drawn a second; the soccer team is unbeaten in the Barracks' soccer league, and in hockey, soccer and rugby, a generous proportion of the Barracks' teams is recruited from the School. Cross country is once again proving an attraction, and a team is busy preparing for the Barracks and the Command races. P.O. Welch, on course at the School, has been selected for the "Short List" to play for the Royal Navy at football against Oxford University and against Jersey. We wish him the best of luck.

At the beginning of October, P.O. Fewings left the Staff to join H.M.S. Theseus, and we also wish him the best of luck there. We welcome his relief, P.O. Wieland, of Navy "Weight Putting" and "Discus Throwing" fame, who has joined us from R.N. Barracks, Chatham.

## "English Rose" Sea Training Scheme for Girls

THE second annual reunion of trainees who have served in the training ships English Rose, Maid of Arun and English Rose II from April, 1947, to October, 1955, is to take place in London on Saturday, November 26, at 2.15 p.m., at which gathering Lady Hume (ex-W.R.N.S.), who is one of the vice-presidents of the training scheme, will preside.

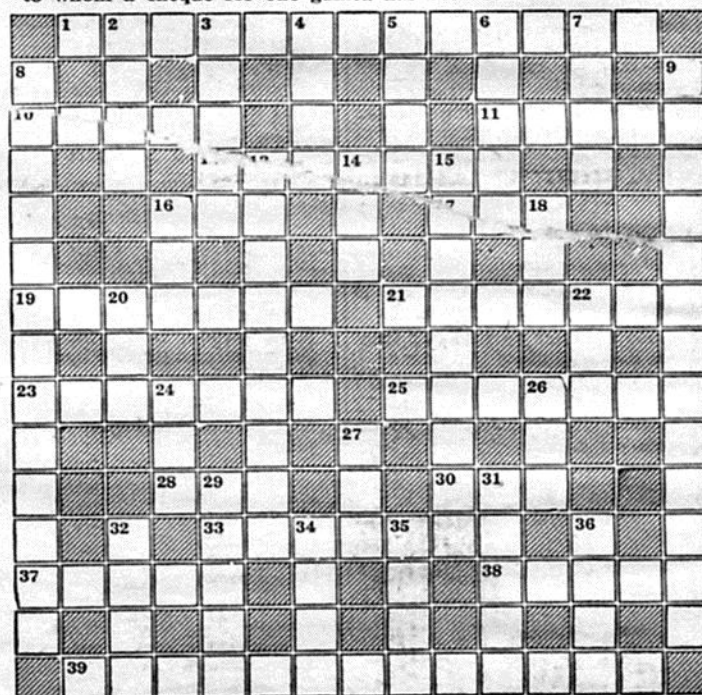
In addition to a display of naval films arranged by the Admiralty and the showing of a number of "English Rose" films, a talk will follow from a serving W.R.N.S. officer, the reunion terminating with tea.

Further particulars and tickets may be obtained from Mrs. Claude Woolard, "Even Keel," Lilliput, Parkstone, Dorset.

# Navy News Crossword—No. 16

A prize of £1 1s. will be given for the first correct solution opened on November 22

The winner of last month's Crossword was: Lieut. F. C. Dimmock, of R.N. Barracks, Portsmouth, to whom a cheque for one guinea has been sent.



## CLUES ACROSS

1. You are "it" after this (8, 5).
10. Saint of a city (5).
11. Giraffe's cousin (5).
12. Dragon flowers if this happened (4, 3).
16. Charge (3).
17. Frequently found in poetry (3).
19. One benefits from beating, proverbially (3 hyphen 4).
21. Take a hold, father, for him (7).
23. Depart, B., permit us (7).
25. Stand to attention, little Edward (7).
28. A shilling on the snow? (3).
30. Wallace Eaton, noon, Wallace (3).
33. About decoration? (7).
37. Bother red lights! Put out both lights (5).
38. An improver? (5).
39. Trend of charts? They are stiff as a shirt, anyway (8, 5).

## CLUES DOWN

2. Able was I ere I saw — (4).
3. Has a horse got it? (5).
4. Lack of painters for her (4).
5. Game (4).
6. A switch, may be (2 hyphen 3).
7. Family confounded in alliance? Not a lie! (4).
8. Beautiful but fatal spot in goal? (7, 6).
9. Six signalled by the umpire? (4 hyphen, 6, 3).
- 13 and 15. Elephantine spectacle? (5, 2, 2, 9).
- 14 and 27. Two girls cause a bit of a shine (6).
16. Fitfulness has been emptied (3).
18. Toilet not permitted for you in France (3).
20. Nursery rhyme trio were therein (3).
22. There's nothing off a jewel (3).
24. Fifty o' Belgium's capital (3).
26. Much about his wife was salty (3).
29. Bath, or "stand easy" (5).
31. Of roses? (5).
32. A quick move along the buoys? (4).
34. This helmet is the top two letters (4).
35. It is noticed? No, not (4).
36. Often follows poems (4).

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# SPORTS PAGE

## RUGBY FOOTBALL

### Examination of Referees

ANY OFFICER or rating who wishes to qualify as a rugby referee should apply for examination to Lieut.-Cdr. R. T. V. Kyrke, R.N. School of P.T.

Candidates for referee are reminded that they are expected to have a satisfactory working knowledge of the rules in theory as well as in practice.

### List of Active Referees in Portsmouth Command

At a meeting of rugby referees on October 6, it was decided to compile a list of qualified R.N. referees in the Portsmouth Command (including H.M.S. Daedalus and H.M.S. Siskin) who are available to officiate in the Command during the current season. The object of the list is twofold—

- To assist referees in obtaining games.
- To assist establishments in obtaining referees.

All Service and probationary referees of the R.N. Society who wish to be included in the list should inform Lieut.-Cdr. R. T. V. Kyrke, R.N. School of P.T. (Tel. No. Dockyard 2684) as soon as possible.

Ships and establishments requiring referees should apply to Lieut.-Cdr. R. T. V. Kyrke, giving at least seven days' notice of the game and supplying all relevant details concerning the game.

### Rugger Quiz

Are you sure that you know the answers to these sixpenny questions?

- How many flag-posts are required on the field?
- If a player is off-side, and no scrummage or line-out is taking place, should the referee penalise him?
- How many alterations in the Laws of the Game were made at the beginning of last season?
- If a player takes a kick-off and the ball goes over the opponents' crossbar, is it a goal?
- If a player is off-side when a scrummage is forming, or has been formed, and he fails to retire behind the ball without delay, can he be penalised?
- In taking a penalty kick, must the kicker wait until all the opposing team have retired either to the 10-yard mark or to their own goal line, if nearer the mark?
- What happens if the referee awards a try, not having noticed that the flag was up for "touch"?
- Where must a drop-out be taken from?
- What happens if, in a set scrum, the ball comes out from between the feet of the outside player in the front row on the side on which the ball has been put in?
- May a player lying on the ground reach out and get possession of the ball?

## MODERN PENTATHLON

THESE CHAMPIONSHIPS were completed in glorious weather at Aldershot on Saturday, October 1.

The Royal Navy entered one team and the Royal Marines two teams.

Individual placings and team results were as follows: 18 teams and 72 competitors taking part, some as individuals.

Royal Navy	Individual	Team
Sub.-Lieut. Gunn	11	
Lieut. Dougan	39	8th
Mid. Pearce, R.N.V.R.	28	

Royal Marines "A"	Individual	Team
Sgt. Rees	6	
Capt. Stewart	19	4th
Cpl. Taylor	44	

Royal Marines "B"	Individual	Team
Cpl. Anderson	38	
Cpl. Stark	71	17th
2nd Lieut. Tuck	43	

The R.A.F. "A" team won the Championships and Sgt. Cobley, R.A.F., a P.T. Instructor from Halton, was the individual winner.

## NOVICES' BOXING CHAMPIONSHIPS

THE NOVICES' Boxing Championships which were held in the R.N.B. Gymnasium on October 5 and 6 produced some promising young talent from the large entry of seventy-five competitors.

The preliminary bouts were held on October 5 and the finals took place on the evening of October 6. Supporting the programme were three special contests in which some of the best open-class boxers in the Command competed.

H.M.S. Collingwood once again entered a strong team and was successful in retaining the Samuel's Trophy with 39 points against R.N. Barracks' 18 points who were second.

The Commander-in-Chief's Cup for the best loser was won by Ord. Sea. Maughan of H.M.S. Vernon.

### Results

**Bantamweight.**—E./M. Marvin (Collingwood) beat E.A./App. Hibbens (Collingwood) in first round.

**Featherweight.**—E.A./App. Nicolini (Collingwood) beat Cook Owens (R.N.B.) on points.

**Lightweight.**—R. E. M. Knights (Collingwood) beat E./M. Clinch (Collingwood) on points.

**Welterweight.**—O./S. Roundhill (R.N.B.) beat E.A./App. White (Collingwood); referee stopped bout.

**Light-Middleweight.**—E.A./App. Donahue (Collingwood) beat E./M. Stinson (Collingwood) in second round.

**Light-Heavyweight.**—R.E.M. Todd (Collingwood) beat E.A./App. Tebutt (Collingwood) on points.

**Heavyweight.**—O.S. Morgan (R.N.B.) beat R.E.M. Abbey (Collingwood) in first round.

**Light-Welterweight.**—A.B. Hedges (R.N.B.) beat O.S. Partridge (Vernon) in first round.

**Middleweight.**—A.B. McNorgan (Dolphin) beat A.B. Skidmore (Dolphin) on points.

### Special Bouts

**Light-Middleweight.**—Pte. Taylor (R.E.M.E.) beat Tel. Hon (Hornet) on points.

**Light-Heavyweight.**—L.E.M. Horwood (Collingwood) beat A.B. Rogerson (Vigo); referee stopped bout in third round.

**Welterweight.**—Shpt. Gaze (Diligence) beat D. Davis (Gosport A.B.C.) on points.

## HOME FLEET SPORT

AT THE time of going to press, the annual Home Fleet Cross Country and Novices' Boxing Championships are being held at Rosyth. Also, the final of the Home Fleet Rugby Championships and various matches versus the Scotland Command. The results of these competitions and matches will be reported in the next issue.

Prior to the reassembly of the Fleet in Scottish waters and, interspersed with N.A.T.O. and other exercises, various Squadrons and individual ships have been visiting foreign ports, the most notable of which have included Oslo, Copenhagen and Leningrad. At all these places, sports fixtures have figured prominently in the general programme and it is to the credit of F.I.F.A. that Association Football—played under 17 laws which are common throughout the world—has often been the means of establishing contact with other nationalities regardless of the problems of language and custom.

## (R.N.A.C.) SOUTH

CROSS COUNTRY running began with the start of October and so far the committee have been looking for talent and weighing the possible teams which will have to do duty in the various competitions which the Club enters during the winter season.

The weather has been perfect—as a matter of fact several members have been complaining that it has been too dry over the Dryad course and so they are hoping for heavier conditions before long. The first couple of runs were purely training runs but in the first match of the season Tatchbury Mount, Gosport Borough and Milcarians A.C.s were all defeated by comfortable margins. The next meeting was in the form of a treasure hunt when P.O. Hastie and P.O. Buck—who has just relieved P.O. Sharp as P.T.I. at Dryad—deposited various types of 'Pusser's Peas' at selected spots round the course and the winner was the member who returned with the complete list which had been read out before the start of the race. O.S. Foode of Victoria Barracks proved the winner of this event. The last race before going to press was another triangular match at Southampton when the home side and Gosport were both defeated.

Among the old members who have taken the eye as likely to do well are S.A. Dewsnap, P.O. Hastie, Inst.-Lieut. Thomas, P.O. Sharp, L.S.B.A. McKay, P.O. Wright, App. Purdy and L.S. Moralee. There have been several promising runners from Victoria Barracks but most of them are only here for short periods; we hope that they will at least be able to do something in this line when they pass to other depots.

The Command Championships will be held at Dryad on November 22 and it remains to be seen whether Whale Island can retain the trophy which they took from Collingwood last autumn: R.N. Barracks look as though they might be the power in the land now that P.O. Sharp has been drafted there. We have not seen the St. Vincent juniors in action so far so what the outcome of Collingwood's attempt to regain the Junior trophy will be remains to be seen.

The most important Club engagement in the offing is the Annual Dinner and Dance which is being held a little earlier than usual this year. This is the annual occasion when the Metropolitan Police are our guests and this year's "Do" will have a special flavour to it as it will be the members' official farewell to their Secretary, C.P.O. Barnes, who is leaving the Service to take up a post at Eton College. All old members who would like to attend this event can get tickets through any Club member, especially C.P.O. Johnson of Victoria Barracks or Inst.-Lieut.-Cdr. Sinfield in Collingwood.

The new Honorary Secretary is Lieut.-Cdr. Sharp of H.M.S. Hornet.

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## FOOTBALL

AFTER THEIR early season defeat by the Polish Squadron visiting Portsmouth, the Command team travelled to Brighton on Wednesday, October 12, to play Sussex. Sussex took an early lead before the Command settled down, followed by another goal in the first 20 minutes. The Command forwards were weak and too much work was thrown on the defence.

P.O. Coates, the Command Captain, rallied his team in the second half and played an inspiring game himself, with the result that the Command reduced the lead through Gazeley and a second goal by Coates levelled the scores. Sussex immediately retaliated to score the winner, which, on the run of the play, they deserved.

**Team:** Mech. Vaughan (Vernon); Stwd. Campbell (Boxer); R.E.M. Edwards (Collingwood); P.O. Coates (Victoria Barracks); E.A. App. Keld (Collingwood); L.E.M. Hibbert (Collingwood); L.Sea. Rawson (Collingwood); Coder Graceson (Mercury); L.E.M. Gazeley (Collingwood); L.Sea. Willett (R.N. Barracks); O.A. Howard (Excellent).

This match completed the unofficial Navy trials, in which each Command plays a County side. This year the Air Command played a Southampton "A" XI instead of Hampshire.

### Results

Plymouth Command v. Devon, lost 3-4; Nore Command v. Kent, lost 0-4; Air Command v. Southampton, lost 2-3 and Portsmouth Command v. Sussex, lost 2-3.

## Royal Navy, 5 v. Jersey F.A., 0

The R.N.F.A. were invited by the Jersey F.A. to send a representative team to the Channel Islands on Thursday, October 20, to commemorate the Jersey F.A. Golden Jubilee.

Curiously enough our first visit to Jersey was for their Silver Jubilee in 1930.

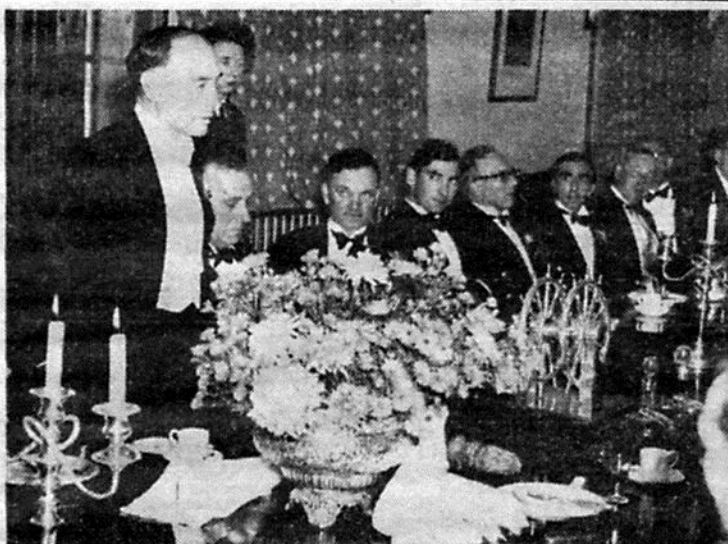
The result was a clear cut victory for the Royal Navy, who turned over with a two-goal lead at half-time. P.O. Coates, playing inside right, got a hat trick and Naval Airman Hasty, at centre forward, got the other two.

The team was changed as a result of the Russian match, and A.B. Williams, Wtr. Stevens, P.O. Welch and Shpt. Brown were given trials.

Wtr. Stevens justified his selection by a splendid display in goal. O./Sea. Valentine, Youth International 1954, played another good game, as did R.E.A. North.

**Team:** Wtr. Stevens, O./Sea. Valentine, Stwd. Campbell, Shpt. Brown, N.A. Noble, P.O. Welch, Mus. Galvin, P.O. Coates (Captain), N.A. Hasty, R.E.A. North, A.B. Williams.

At a dinner after the match attended by His Excellency Admiral Sir Randolph S. G. Nicholson, K.C.B., K.B.E., D.S.O., D.S.C., Lieut.-Governor, and both teams and some 150 guests, Capt. J. R. Gower (Chairman R.N.F.A.) replied to the toast of "Our Guests" and Cdr. H. W. Beetham, M.B.E., R.N.(Rtd.), replied to the toast of "The Football Association" in the absence of Sir Stanley Rouse.



Dinner for officers of the Electrical Branch at H.M.S. Collingwood

(Photo: J. C. Lawrence, Gosport)

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